16

Haacke
Attach to Coast
Div time table that
will be used in
1923 program

X:

San Francisco, August 25,1923

Mr. F. M. Worthington,
San Francisco, Cal.

ASILOMAR SERVICE:

We are just in receipt of the following communication from Miss Amelia C. Johnson, Managing Secretary Asilomar:

"Our conference season at Asilomar will end this week so that Saturday the 25th may be the last day on which trains need run to Asilomar.

So far as we know now trains will not be needed again until early October when the Congregational Church of Northern California hold conference from 3d to 10th. We shall communicate with you again near to that time. With thanks for the service which we have had during the season."

Please arrange accordingly.

CHAS. S. FEE

P.T.M.

CC-Mr. J. H. Dyer
Mr. T. H. Williams
Mr. J. H. Harrison
Mr. E. Shillingsburg
Mr. L. W. Austin
Mr. Jas. O'Gara
Mr. J. T. Smith
Agent - Pacific Grove.

G. F. Richardson

SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

118

TIME TABLE

FOR THE

COAST DIVISION

To Take Effect Sunday, October 21, 1923, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

SOUTHERN PACIFIC SAFETY

For the government and information of employes only, and not intended for the use of the public.

J. H. DYER,
General Manager.

T. H. WILLIAMS,
Assistant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

R. L. RUBY,
Assistant Superintendent of Transportation.

Haacke
Attach to Coast
Div time table that
will be bound in
1923 volume

X:

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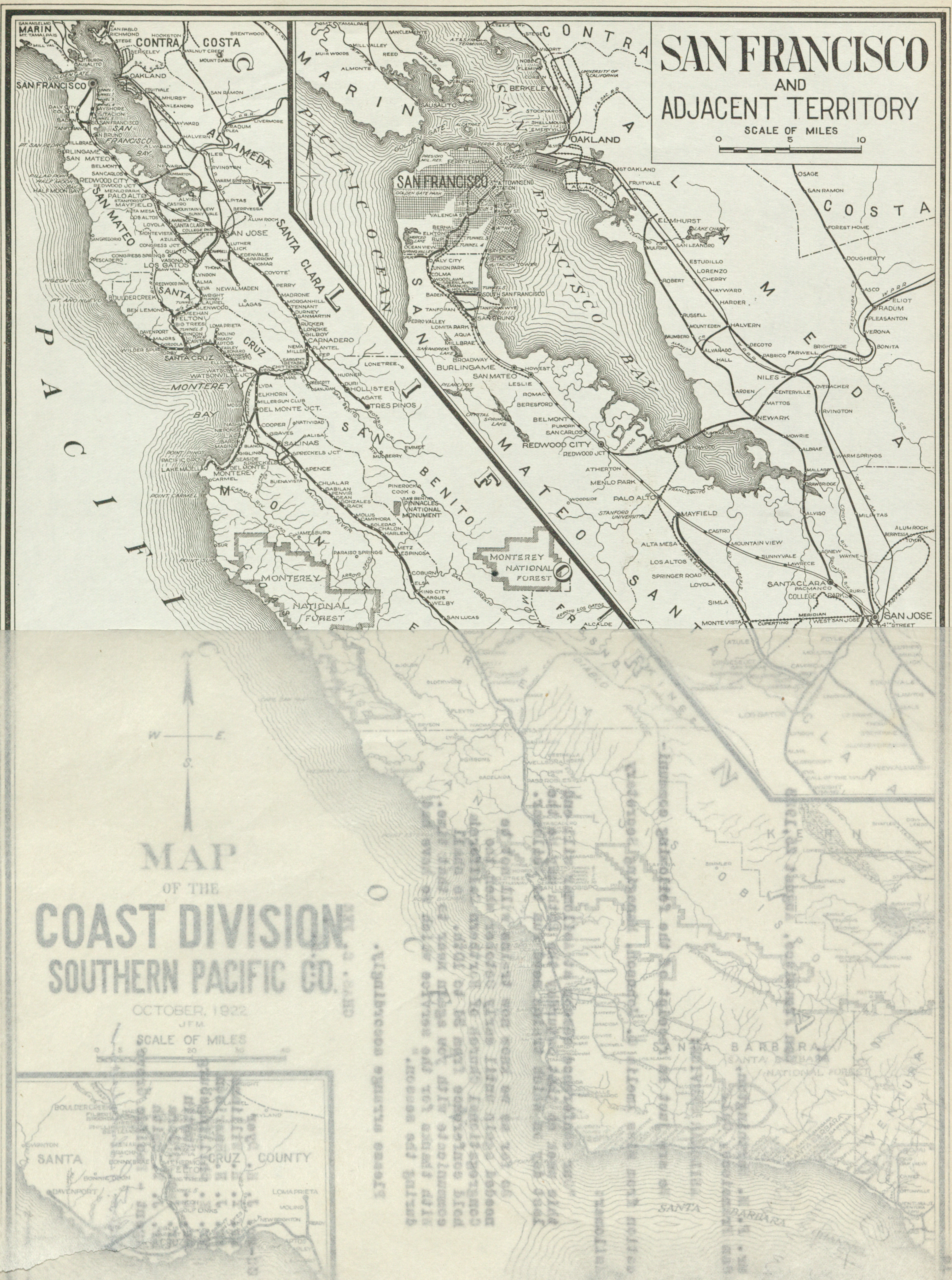
SAN FRANCISCO
AND
ADJACENT TERRITORY
SCALE OF MILES
0
5
10
MAP
OF THE
COAST DIVISION
SOUTHERN PACIFIC CO.
OCTOBER, 1922
J.F.M.
SCALE OF MILES
0
10
20
30
40
N.
W.
E.
S.
PACIFIC OCEAN
SAN FRANCISCO
OAKLAND
BERKELEY
SAN JOSE
SANTA CLARA
SAN MATEO
ALAMEDA
CONTRA COSTA
MARIN
SANTA CRUZ
MONTEREY
SAN BENITO
MONTEREY BAY
MONTEREY NATIONAL FOREST
SAN FRANCISCO BAY
SANTA BARBARA
SANTA BARBARA NATIONAL FOREST
VENTURA
KERN
SAN LUIS OBISPO
SANTA CRUZ COUNTY

SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM)

118

TIME TABLE

FOR THE

COAST DIVISION

To Take Effect Sunday, October 21, 1923, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

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General Manager.

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Assistant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

R. L. RUBY,
Assistant Superintendent of Transportation.

EASTWARD San Francisco and Watsonville Jct. Subdivision.

Time Table No. 118

Oct. 21, 1923

FIRST CLASS

Capacity of sidings in car lengths.	160	42	66	28	92	40	80	158	156	38	154	64	152	24	84	78	72	36	32	34	Distance from San Francisco	STATIONS
	Mayfield Passenger	San Jose Passenger	San Jose Passenger	Del Monte Express	San Jose Passenger	San Jose Passenger	Los Gatos Passenger	San Jose Passenger	San Jose Passenger	San Jose Passenger	Mayfield Passenger	San Jose Passenger	Mayfield Passenger	San Luis Obispo Passenger	Scenic Local Passenger	Shore Line Limited	Daylight Limited	San Jose Passenger	Watsonville Junction Passenger	Express		
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave SATURDAY ONLY	Leave Daily	Leave SATURDAY ONLY	Leave SATURDAY ONLY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily		
San Francisco Terminal Yard BKWF ITYP	3.30PM	3.00PM	2.15PM	2.00PM	1.30PM	1.15PM	1.00PM	12.30PM	11.30AM	11.00AM	10.30AM	10.00AM	9.30AM	9.00AM	8.05AM	8.00AM	7.45AM	7.00AM	6.00AM	2.30AM	0.0	TO-R SAN FRANCISCO 1.9
					f																1.9	23D STREET 0.3
																					2.2	ARMY STREET 3.0
BKWF ITYP	3.39	3.10	f 2.24	2.10	f1.40	f1.26	1.10	12.39	s11.39	s11.10	10.39	f10.10	9.39	9.10	8.14	8.09	7.54	s 7.10	f 6.10	f 2.40	5.2	BAYSHORE 1.3
												f						f		f	6.5	VISITACION 0.4
IP																					6.9	TO-R VISITACION TOWER 2.4
	s 3.46	s 3.17	s 2.31	2.16	s1.47	s1.33	1.16	s12.46	11.46	s11.17	s10.46	s10.17	s 9.46	s 9.17	s8.22	8.15	8.00	s 7.18	s 6.17	s 2.47	9.3	SO. S. FRANCISCO 1.1
Y																					10.4	TANFORAN WYE 0.6
18 P	f 3.49	s 3.21	f 2.35	2.19	s1.51	s1.38	1.19	f12.49	f11.49	s11.21	f10.49	f10.20	f 9.49	9.20	s8.27	8.18	8.03	s 7.22	f 6.21	s 2.51	11.0	R SAN BRUNO 1.1
	f	f	f		f	f		f	f	f	f	f	f					f		f	12.1	LOMITA PARK 0.8
16																					12.9	AQUA (Spur) 0.8
52 P	f 3.54	3.26	f 2.40	2.23	f1.56	f1.43	1.23	f12.54	f11 54	f11.26	f10.54	f10.25	f 9.54	9.25	f8.32	8.22		f 7.28	f 6.27	f 2.56	13.7	MILLBRAE 1.5
18	s	s	s		f	s	s	s	s	f	s	s	s	f	f			s	f	s	15.2	BROADWAY (Spur) 1.1
23 8 12	s 3.58	s 3.32	s 2.45		s2.02	s1.49	s1.28	s12.58	s 11.58AM	s11.33	s10.58	s10.30	s 9.58	s 9.29	s8.38			s 7.34	s 6.35	s 3.01	16.3	BURLINGAME (Spur) 0.5
13																					16.8	HOWEST (Spur) 1.1
92 WP	s 4.02	s 3.37	s 2.49	2.29	s2.07	s1.53	s1.32	s 1.02	s 12.02PM	s11.37	s11.02	s10.34	s10.02	s 9.34	s8.42	8.28	8.12	s 7.38	s 6.39	s 3.05	17.9	SAN MATEO 1.0 Double Track
18	f		f		f	f		f	f	f	f	f	f		f			f	f		18.9	LESLIE (Spur) 0.8
13																				s	19.7 Block Signals	ROMAC (Spur) 0.6
	f		f		f	f		f	f		f	f	f		f			f	f	f	20.3	BERESFORD 1.6
21	f	s 3.43	f		s2.14	s2.01		f	f	s11.44	f	f	f	s	s8.49			s 7.46	s 6.47	f 3.13	21.9	BELMONT (Spur) 0.8
9																					22.7	PUMORK (Spur) 0.5
52	f 4.11	f 3.46	f 2.59	2.36	f2.18	f2.04		f 1.11	f12.12	f11.47	f11.12	f10.44	f10.11	f 9.44	f8.52	8.35		f 7.49	f 6.54	f 3.16	23.2	SAN CARLOS 2.2
Yard	s 4.15	s 3.51	s 3.03		s2.23	s2.08	s1.43	s 1.15	s12.16	s11.52	s11.16	s10.48	s10.15	s 9.48	s8.57			s 7.53	s 6.58	s 3.21	25.4	REDWOOD CITY 0.8
BKYP	4.17	3.53	3.05	2.41	2.25	2.10	1.45	1.17	12.18	11.54	11.18	10.50	10.17	9.50	8.59	8.40	8.23	7.55	7.00	3.23	26.2	TO-R REDWOOD JCT. 1.6
53	f 4.20	f 3.56	f 3.08	2.43	f2.28	f2.13	s1.48	f 1.20	f12.21	f11.57AM	f11.21	f10.53	f10.20	9.53	f9.02			f 7.58	f 7.04	f 3.26	27.8	ATHERTON 1.1
28 12 21 WP	f	s	f		s	s	s	f	f	s	f	f	f	s	f			s	s	s	28.9	MENLO PARK (Spur) 1.2
20 20 P	s 4.26	s 4.02	s 3.14		s2.33	s2.18	s1.54	s 1.26	s 12.27	s12.04PM	s11.26	s10.59	s10.26	s10.00	s9.09			s 8.05	s 7.15	s	30.1	PALO ALTO (Spur) 1.7
50 WYP	s 4.30PM	s 4.06	s 3.17	2.48	s2.38	s2.22	s1.58PM	f 1.30	f12.31	s12.09	s 11.30AM	s11.02	s 10.30AM	s10.04	s9.14AM	8.47	8.30	s 8.09	s 7.19	s 3.35	31.8	R MAYFIELD 3.0
		f								f								f	f	f	34.8	CASTRO 1.3
51 P		s 4.15	s 3.23	2.54	s2.44	s2.28		s 1.37	s12.38	s12.17		s11 09		s10.12		8.53		s 8.16	s 7.29	s 3.44	36.1	MOUNTAIN VIEW 2.7
74 P		s 4.21	s 3 28		s2.49	s2.33		s 1.42	s12.43	s12.22		s11.14		s10.17				s 8.21	s 7.36	s	38.8	SUNNYVALE (Spur) 2.0
50		f 4.25	f 3.32	3.00	f2.53	f2.38		f 1.46	f12.47	f12.27		f11.18		f10.22		8.59	8.41	f 8.25	f 7.40	s 3.53	40.8	LAWRENCE 3.5
San Jose Term. Yard		s 4.34	s 3.38	3.05	s2.59	s2.44	Via Los Altos	s 1.52	s12.53	s12.32		s11.24		s 10.28 10.31	Via Los Altos	9.04		s 8.31	s 7.49	s 3.59	44.3	SANTA CLARA 1.4
IP		f	f		f	f		f	f	f		f						f	f	f	45.7	R COLLEGE PARK 0.1
																					45.8	S. P. C. Crossing 1.1
BKWF ITP		s 4.40PM	s 3.45PM	s 3.10PM	s 3.05PM	s 2.50PM		s 2.00PM	s 1.00PM	s 12.40PM		s 11.30AM		s 10.40AM		s 9.10AM	8.51AM	s 8.37AM	s 8.00AM	s 4.05AM	46.9	TO-R SAN JOSE
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive SATURDAY ONLY	Arrive Daily	Arrive SATURDAY ONLY	Arrive SATURDAY ONLY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily		(46.9)
	(1.00)	(1.40)	(1.30)	(1.10)	(1.35)	(1.35)	(0.58)	(1.30)	(1.30)	(1.40)	(1.00)	(1.30)	(1.00)	(1.40)	(1.09)	(1.10)	(1.06)	(1.37)	(2.00)	(1.35)		..............Time over District.
	31.80	28.14	31.27	40.20	29.62	29.62	32.89	31.27	31.27	28.14	31.80	31.27	31.80	28.14	27.65	40.20	42.62	29.01	23.45	29.62		..............Average speed per hour.

☞ **NOTE.—See pages 3, 4, 5, 6 and 7 for additional trains between San Francisco and San Jose.**

New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas, are Holidays and on such days San Francisco-San Jose local passenger trains will perform only such service as on Sunday.

Menlo Park water supply located on spur track and is for emergency use only.

ADDITIONAL REGULAR STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)	Frequency
36-84	Butler Road	Receive or Discharge	Any Station	Any Station	Daily

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)	Frequency
38-40	Visitacion	Receive or Discharge	Any Station	Any Station	Sunday
28	San Mateo	Receive	Beyond San Jose		Daily

Time Table No. 118

October 21, 1923

FIRST CLASS

Block Signals

Double Track

STATIONS		Distance from San Jose	33	503	35	37	61	39	41	17	93	43	45	73	47	75	69	49	101	151	51	27
			San Francisco Passenger	Passenger via Oakland	San Francisco Passenger	San Francisco Passenger	San Francisco Passenger	San Francisco Passenger	San Francisco Passenger	Seashore Express	San Francisco Passenger	San Francisco Passenger	San Francisco Passenger	The Padre	San Francisco Passenger	The Lark	San Francisco Limited	San Francisco Passenger	Sunset Limited	San Francisco Passenger	San Francisco Passenger	Del Monte Express
			Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
TO-R SAN FRANCISCO	1.9	46.9	s 6.20AM		s 7.20AM	s 7.35AM	s 7.50AM	s 8.00AM	s 8.15AM	s 8.20AM	s 8.30AM	s 8.40AM	s 9.00AM		s 9.20AM	s 9.30AM	s 9.52AM	s 10.20AM	s 10.30AM	s 11.00AM	s 12.05PM	s 12.10PM
23D STREET	0.3	45.0	s		s	s	s	s														
ARMY STREET	3.0	44.7																				
BAYSHORE	1.3	41.7	s 6.08		s 7.08	s 7.23	s 7.39	7.49	8.05	8.10	8.20	8.30	8.50		9.10	9.20	9.41	s 10.08	10.20	10.50	f 11.53AM	11.59AM
VISITACION	0.4	40.4			f																	
TO-R VISITACIONTOWER	2.4	40.0																				
SO. S. FRANCISCO	1.1	37.6	s 6.02		s 7.02	s 7.16	s 7.33	s 7.43	s 7.59	8.04	8.14	s 8.24	s 8.43		s 9.03	9.14	9.34	s 10.01	10.14	s 10.44	s 11.45	11.53
TANFORAN WYE	0.6	36.5																				
R SAN BRUNO	1.1	35.9	s 5.59		s 6.58	7.13	s 7.29	7.40	s 7.55	8.00	8.11	8.21	s 8.39		f 8.59	9.11	9.31	s 9.56	10.11	f 10.39	s 11.40	11.50
LOMITA PARK	0.8	34.8	f		s		s		s				f					f		f	f	
AQUA	0.8	34.0																				
MILLBRAE	1.5	33.2	f 5.53		s 6.51	7.09	s 7.23	7.36	s 7.49	7.56	8.07	8.17	8.34		f 8.54	9.07	9.27	f 9.50	10.07	f 10.33	f 11.32	11.46
BROADWAY	1.1	31.7	f		s	s	s	s	s		s	s	s		s			f		s	f	
BURLINGAME	0.5	30.6	s 5.48		s 6.46	s 7.02	s 7.18	s 7.31	s 7.43		s 8.03	s 8.12	s 8.29		s 8.49			s 9.44		s 10.27	s 11.27	
HOWEST	1.1	30.1																				
SAN MATEO	1.0	29.0	s 5.44		s 6.42	s 6.58	s 7.14	s 7.27	s 7.39	7.50	s 7.59	s 8.08	s 8.25		s 8.45	9.01	9.21	s 9.39	10.01	s 10.23	s 11.22	11.40
LESLIE	0.8	28.0				f	f		s			s	s							f	f	
ROMAC	0.6	27.2																				
BERESFORD	1.6	26.6	f		f			f			f				f			f		f		
BELMONT	0.8	25.0	f		s	s 6.49	f	s	s 7.29			f	s 8.17		s 8.37			s 9.30		f	s 11.14	
PUMORK	0.5	24.2																				
SAN CARLOS	2.2	23.7	f 5.33		f 6.33	f 6.46	s 7.03	s 7.16	s 7.26	7.42		7.57	f 8.14		f 8.34	8.54	9.14	f 9.27	9.54	f 10.13	f 11.11	
REDWOOD CITY	0.8	21.5	s 5.29		s 6.29	s 6.41	s 6.59	s 7.12	s 7.21		s 7.47	s 7.54	s 8.10		s 8.30			s 9.23		s 10.09	s 11.07	
TO-R REDWOOD JCT.	1.6	20.7	5.26		6.27	6.39	6.57	7.09	7.19	7.36	7.44	7.52	8.08		8.28	8.49	9.09	9.20	9.49	10.07	11.05	11.29
ATHERTON	1.1	19.1	f 5.23		f 6.24	6.36	f 6.54	7.07	s 7.16	7.33		s 7.49	s 8.05		f 8.25	8.47	9.06	f 9.17	9.47	f 10.04	f 11.02	
MENLO PARK	1.2	18.0	f		f	s	f	s	s			s	s		s			s		f	s	
PALO ALTO	1.7	16.8	s 5.17		s 6.19	s 6.30	s 6.49	s 7.02	s 7.11			s 7.44	s 7.58		s 8.21			s 9.10		s 9.59	s 10.55	
R MAYFIELD	3.0	15.1	s 5.12		6.15AM	6.27	6.45AM	s 6.58	7.06AM	7.27	7.35AM	7.39	s 7.54		s 8.17	8.42	9.00AM	s 9.05	9.42	f 9.55	s 10.49	11.22
CASTRO	1.3	12.1																			f	
MOUNTAIN VIEW	2.7	10.8	s 5.06	Via Newark		s 6.21		s 6.51		7.21	Via Los Altos	s 7.33	s 7.48	Via Newark	s 8.10	8.36	Via Los Altos	s 8.58	9.36	s 9.49	s 10.42	11.16
SUNNYVALE	2.0	8.1	s 5.00			s 6.16		s 6.45					s 7.44		s 8.05			s 8.52		s 9.44	s 10.36	
LAWRENCE	3.5	6.1	s 4.55			f 6.12		f 6.41		7.15		7.26	7.41		f 8.01	8.30		s 8.47	9.30	f 9.40	f 10.31	
SANTA CLARA	1.4	2.6	f 4.50			f 6.06		f 6.36		7.10		s 7.21	s 7.36		s 7.56	8.25		s 8.41	9.25	s 9.35	s 10.26	11.05
R COLLEGE PARK	0.1	1.2	f	f 4.48AM				f					f	7.48AM	f			f			f	
S. P. C. Crossing	1.1	1.1																				
TO-R SAN JOSE		0.0	4.45AM	4.45AM		6.00AM		6.30AM		7.05AM		7.15AM	7.30AM	7.45AM	7.50AM	8.20AM		8.35AM	9.20AM	9.30AM	10.20AM	11.00AM
(46.9)			Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Time over District…………			(1.35)	(0.03)	(1.05)	(1.35)	(1.05)	(1.30)	(1.09)	(1.15)	(0.55)	(1.25)	(1.30)	(0.03)	(1.30)	(1.10)	(0.52)	(1.45)	(1.10)	(1.30)	(1.45)	(1.10)
Average speed per hour…………			29.62	24.00	29.35	29.62	29.35	31.27	27.65	37.52	34.69	33.11	31.27	24.00	31.27	40.20	36.69	26.80	40.20	31.27	26.80	40.20

☞ **NOTE.—See pages 2, 4, 5, 6 and 7 for additional trains between San Jose and San Francisco.**

New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas, are Holidays, and on such days San Francisco-San Jose local passenger trains will perform only such service as on Sunday.

ADDITIONAL REGULAR STOPS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)	Frequency
33-35	14th Ave.	Receive or Discharge	Any Station	Any Station	Daily
37	14th Ave. & Atherton	Discharge		Any Station	Sunday

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)	Frequency
37	Lomita Park San Bruno	Receive or Discharge	Any Station	Any Station	Sunday
43-47	Any Station not schedule stop	Receive or Discharge	Any Station	Any Station	Sunday
101	Any Station	Discharge		Yuma	Daily
69-27	San Bruno	Discharge		Any Station	Funeral parties only
51	Butler Road	Receive or Discharge	Any Station	Any Station	Saturday
27	Palo Alto Redwood City San Mateo	Discharge		Beyond San Jose	Daily

EASTWARD

San Francisco and Watsonville Jct. Subdivision.

Time Table No. 118

Oct. 21, 1923

FIRST CLASS

Capacity of sidings in car lengths.		60	58	62	110	74	76	56	54	52	50	82	48	94	68	102	46	44	70	Distance from San Francisco	STATIONS
		San Jose Passenger	San Jose Passenger	San Jose Passenger	Sunset Express	The Padre	The Lark	San Jose Passenger	San Jose Passenger	San Jose Passenger	Mayfield Passenger	Mayfield Passenger	San Jose Passenger	Los Gatos Passenger	San Jose Passenger	Sunset Limited	Mayfield Passenger	San Jose Passenger	Santa Cruz Limited		
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily,	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX.SAT AND SUNDAY	Leave Daily EX. SAT. AND SUN.	Leave Daily EX. SUNDAY	Leave Daily EX. SAT .AND SUNDAY	Leave Daily EX.SUNDAY	Leave Daily	Leave Daily EX. SAT. AND SUNDAY	Leave Daily	Leave Daily EX. SUNDAY		
BKWFI TYP		11.45PM	10.30PM	8.45PM	8.30PM		8.00PM	7.25PM	6.15PM	5.45PM	5.30PM	5.25PM	5.20PM	5.15PM	5.05PM	5.00PM	4.50PM	4.20PM	4.00PM	0.0	TO-R SAN FRANCISCO 1.9
									f 6.20						f		s	f		1.9	23D STREET 0.3
									f 6.21											2.2	ARMY STREET 3.0
BKWF ITY P		f 11.55PM	f 10.40	f 8.55	8.40		8.09	f 7.35	f 6.27	f 5.55	5.39	5.34	5.29	5.24	5.14	5.09	5.00	s 4.30	4.10	5.2	BAYSHORE 1.3
		f							f	f										6.5	VISITACION 0.4
IP																				6.9	TO-R VISITACION TOWER 2.4
P		s 12.02AM	s 10.47	s 9.02	8.46		8.15	s 7.42	s 6.33	s 6.02	s 5.46	5.40	5.35	5.30	5.20	5.15	s 5.07	s 4.37	4.16	9.3	SO. SAN FRANCISCO 1.1
Y																				10.4	TANFORAN WYE 0.6
18 P		f 12.06	f 10.51	s 9.06	8.49		8.18	s 7.46	s 6.37	s 6.06	5.49	s 5.44	5.38	5.33	5.23	5.18	s 5.11	s 4.41	4.19	11.0	R SAN BRUNO 1.1
		f	f	f				f	f	s			s					f		12.1	LOMITA PARK 0.8
16																				12.9	AQUA (Spur) 0.8
52 P		f 12.12	f 10.57	f 9.12	8.53			f 7.52	f 6.43	f 6.12	f 5.54	5.48	5.44					f 4.47		13.7	MILLBRAE 1.5
18		s	s	s				s	s	s	s		s		s		s	s		15.2	BROADWAY (Spur) 1.1
23 12 8		s 12.18	s 11.03	s 9.18				s 7.58	s 6.49	s 6.17	s 5.59	s 5.53	s 5.49		s 5.31		s 5.19	s 4.53		16.3	BURLINGAME (Spur) 0.5
13																				16.8	HOWEST (Spur) 1.1
92 WP		s 12.22	s 11.07	s 9.22	8.59		8.27	s 8.02	s 6.53	s 6.21	s 6.03	s 5.57		s 5.44	s 5.35		s 5.23	s 4.57	4.29	17.9	SAN MATEO 1.0
18		f	f	f				f	f	f	s							f		18.9	LESLIE (Spur) 0.8
13																				19.7	ROMAC (Spur) 0.6
		f	f	f				f	f	f	f									20.3	BERESFORD 1.6
21		f 12.29	f 11.15	f 9.29				f 8.09	s 7.01	s 6.31	s 6.12	s					s	s 5.06		21.9	BELMONT (Spur) 0.8
9																				22.7	PUMORK (Spur) 0.5
52		f 12.32	f 11.18	f 9.32	9.06			f 8.12	f 7.05	f 6.35	f 6.16		s 6.00					s 5.09		23.2	SAN CARLOS 2.2
		s 12.36	s 11.22	s 9.36				s 8.16	s 7.09	s 6.39	s 6.21	s 6.09	s 6.04	s 5.55	s 5.46		s 5.34	s 5.13		25.4	REDWOOD CITY 0.8
BKYP		12.38	11.24	9.38	9.11		8.38	8.18	7.11	6.41	6.23	6.11	6.06	5.57	**5.48**	**5.42**	**5.52**	5.15	4.41	26.2	TO-R REDWOOD JCT. 1.6
53		f 12.41	f 11.27	f 9.41	9.13			f 8.21	f 7.14	f 6.44	f 6.26	s .614		s 6.00	s 5.51			s 5.18		27.8	ATHERTON 1.1
28 12 21 WP		f	s	f				s	s	s	f	s		s	s			s		28.9	MENLO PARK (Spur) 1.2
20 20 P		s 12.46	s 11.32	s 9.46				s 8.27	s 7.20	s 6.51	s 6.31	s 6.19	s 6.11	s 6.06	s 5.57			s 5.26		30.1	PALO ALTO (Spur) 1.7
50 WYP		f 12.50	f 11 36	f 9.50	9.18		8.45	f 8.31	s 7.24	f 6.54	s 6.35PM	s 6.23PM	6.15	s 6.10PM	6.00	5.49	s 6.05PM	s 5.30	s 4.48PM	31.8	R MAYFIELD 3.0
		f								f								f		34.8	CASTRO 1.3
51 P		f 12.56	f 11.42	f 9.56	9.24	Via Newark		s 8.37	s 7.30	s 7.00			f 6.21	Via Los Altos	s 6.06			s 5.38	Via Los Altos	36.1	MOUNTAIN VIEW 2.7
74 P		f 1.01	f 11.47	f 10.00				f 8.41	f 7.35	f 7.05			f 6.26		s 6.11			s 5.43		38.8	SUNNYVALE (Spur) 2.0
50		f 1.05	f 11.50	f 10.04	9.30		8.56	f 8.44	f 7.39	7.08						6.00		f 5.47		40.8	LAWRENCE 3.5
		f 1.10	f 11.55PM	f 10.09	9.35			f 8.49	f 7.45	f 7.14			s 6.34		s 6.19			s 5.53		44.3	SANTA CLARA 1.4
IP		f		f		9.22PM		f	f	f			f					f		45.7	R COLLEGE PARK 0.1
																				45.8	S. P. C. Crossing 1.1
BKW FITP		s 1.15AM	s 12.01AM	s 10.15PM	s 9.40PM	s 9.25PM	s 9.06PM	s 8.55PM	s 7.50PM	s 7.20PM			s 6.40PM		s 6.25PM	s 6.10PM		s 6.00PM		46.9	TO-R SAN JOSE
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX.SAT AND SUNDAY	Arrive Daily EX. SAT. AND SUN.	Arrive Daily EX. SUNDAY	Arrive Daily EX. SAT. AND SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily EX.SAT. AND SUNDAY	Arrive Daily	Arrive Daily EX. SUNDAY		(46.9)
		(1.30)	(1.31)	(1.30)	(1.10)	(0.03)	(1.06)	(1.30)	(1.35)	(1.35)	(1.05)	(0.58)	(1.20)	(0.55)	(1.22)	(1.10)	(1.15)	(1.40)	(0.48)		................Time over District
		31.27	30.93	31.27	40.20	24.00	42.62	31.27	29.62	29.62	29.35	32.81	35.18	34.69	34.30	40.20	25.44	28.14	39.75		................Average speed per hour

San Francisco Terminal Yard

Yard

San Jose Term. Yard

Block Signals

Double Track

☞NOTE.—See pages 2, 3, 5, 6 and 7 for additional trains between San Francisco and San Jose.

Menlo Park water supply located on spur track and is for emergency use only.

New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas, are Holidays and on such days San Francisco-San Jose local passenger trains will perform only such service as on Sunday.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond	Passengers from (or beyond)	Frequency
68	Any Station east of Visitacion	Receive or Discharge	Any Station	Any Station	Saturday
52	Lawrence	Receive or Discharge	Any Station	Any Station	Sunday

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)	Frequency
44 46 54	14th Avenue	Receive or Discharge	Any Station	Any Station	Daily

Time Table No. 118

October 21, 1923

San Francisco and Watsonville Jct. Subdivision.

WESTWARD

FIRST CLASS

Block Signals

Double Track

STATIONS	Distance from San Jose	155	153	23	157	159	53	65	55	161	57	85	71	557	87	77	59
		San Francisco Passenger	San Francisco Passenger	San Francisco Passenger	San Francisco Passenger	San Francisco Passenger	San Francisco Passenger	San Francisco Passenger	San Francisco Passenger	San Francisco Passenger	San Francisco Passenger	San Francisco Passenger	Daylight Limited	Passenger Via Oakland	Scenic Local Passenger	Shore Line Limited	San Francisco Passenger
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. SUNDAY ONLY	Arrive Daily	Arrive Daily	Arrive Daily
TO-R SAN FRANCISCO 1.9	46.9	s 12.30PM	s 1.20PM	s 2.05PM	s 2.30PM	s 3.15PM	s 4.15PM	s 5.00PM	s 5.30PM	s 6.15PM	s 7.10PM	s 8.00PM	s 8.30PM		s 9.30PM	s 10.30PM	s 11.10PM
23D STREET 0.3	45.0																
ARMY STREET 3.0	44.7																
BAYSHORE 1.3	41.7	12.20	1.10	1.55	2.20	3.05	f 4.05	f 4.50	f 5.20	6.05	f 6.59	7.50	8.20		9.20	10.19	f 10.59
VISITACION 0.4	40.4								f								
TO-R VISITACION TOWER 2.4	40.0																
SO. SAN FRANCISCO 1.1	37.6	s 12.14	s 1.04	1.49	s 2.14	s 2.59	s 3.58	s 4.43	s 5.12	s 5.59	s 6.52	7.44	8.14		s 9.14	10.13	s 10.52
TANFORAN WYE 0.6	36.5																
R SAN BRUNO 1.1	35.9	f 12.10	f 1.01	1.46	f 2.10	f 2.56	f 3.53	f 4.40	s 5.05	f 5.56	f 6.48	7.41	8.11		9.10	10.10	f 10.48
LOMITA PARK 0.8	34.8		f		f	f		f		f	f						f
AQUA 0.8	34.0																
MILLBRAE 1.5	33.2	12.06	f 12.56	1.42	f 2.04	f 2.51	f 3.48	f 4.35	f 5.00	f 5.51	f 6.42	7.37	8.07		9.05	10.06	f 10.43
BROADWAY 1.1	31.7	s	s		s	s	f	s	f	s	f	f			f		f
BURLINGAME 0.5	30.6	s 12.02PM	s 12.51		s 1.59	s 2.46	s 3.43	s 4.31	s 4.54	s 5.46	s 6.38	s 7.33			s 9.01		s 10.37
HOWEST 1.1	30.1																
SAN MATEO 1.0	29.0	s 11.58AM	s 12.47	1.36	s 1.55	s 2.42	s 3.38	s 4.27	s 4.49	s 5.42	s 6.34	s 7.29	8.01		s 8.57	10.00	s 10.33
LESLIE 0.8	28.0		f		f	f	f	f	f	f	f						f
ROMAC 0.6	27.2								f								
BERESFORD 1.6	26.6		f		f	f	f	f	f	f	f						f
BELMONT 0.8	25.0		f		f	f	s	f	s 4.40	f	s 6.27	f					f 10.26
PUMORK 0.5	24.2																
SAN CARLOS 2.2	23.7	f 11.50	f 12.37		f 1.45	f 2.32	f 3.26	f 4.18	s 4.37	f 5.32	f 6.24	f 7.20			8.50	9.52	f 10.23
REDWOOD CITY 0.8	21.5	s 11.46	s 12.33		s 1.41	s 2.28	s 3.22	s 4.14	s 4.33	s 5.28	s 6.20	s 7.16			s 8.46		s 10.19
TO-R REDWOOD JCT. 1.6	20.7	11.44	12.31	1.24	1.39	2.26	3.19	4.12	4.30	5.26	6.18	7.14	7.49		8.43	9.46	10.16
ATHERTON 1.1	19.1	f 11.41	f 12.28		f 1.36	f 2.23	f 3.16	f 4.09	f 4.27	f 5.23	f 6.15	f 7.11			8.40	9.43	f 10.13
MENLO PARK 1.2	18.0	f	f		f	f	s	f	s	f	s	s			s		f
PALO ALTO 1.7	16.8	s 11.35	s 12.24		s 1.31	s 2.19	s 3.10	s 4.05	s 4.20	s 5.19	s 6.08	s 7 05			s 8.34		s 10.07
R MAYFIELD 3.0	15.1	f 11.30	12.20PM	1.17	f 1.27	2.15PM	s 3.04	f 4.00	s 4.14	5.15PM	s 5.59	f 7.00	7.42		f 8.30	9.37	f 10.03
CASTRO 1.3	12.1								f		f						f
MOUNTAIN VIEW 2.7	10.8	s 11.24		1.11	s 1.20		s 2.57	s 3.53	s 4.08		s 5.52	s 6.54	7.36	Via Newark	s 8.24	9.31	s 9.56
SUNNYVALE 2.0	8.1	s 11.19			s 1.15		s 2.51	s 3.47	s 4.02		s 5.46	s 6.49			s 8.18		s 9.50
LAWRENCE 3.5	6.1	f 11.15		1.05	f 1.11		f 2.47	f 3.43	f 3.57		f 5.42	f 6.45	7.30		8.14	9.25	f 9.45
SANTA CLARA 1.4	2.6	11.10		1.00	s 1.06		s 2.42	s 3.37	s 3.52		s 5.37	s 6.40	7.25		s 8.09	9.20	s 9.40
R COLLEGE PARK 0.1	1.2	f			f		f	f	f		f			f 8.03PM	8.05PM		
S. P. C. Crossing 1.1	1.1																
TO-R SAN JOSE	0.0	11.05AM		12.55PM	1.00PM		2.35PM	3.30PM	3.45PM		5.30PM	6.35PM	7.20PM	8.00PM	Via West San Jose	9.15PM	9.35PM
(46.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. SUNDAY ONLY	Leave Daily	Leave Daily	Leave Daily
Time over District		(1.25)	(1.00)	(1.10)	(1.30)	(1.00)	(1.40)	(1.30)	(1.45)	(1.00)	(1.40)	(1.25)	(1.10)	(0.03)	(1.25)	(1.15)	(1.35)
Average speed per hour		33.11	31.80	40.20	31.27	31.80	28.14	31.27	26.80	31.80	28.14	33.11	40.20	24.00	32.26	37.52	29.62

☞ **NOTE.—See pages 2, 3, 4, 6 and 7 for additional trains between San Jose and San Francisco.**

New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas are Holidays, and on such days, San Francisco-San Jose local passenger trains will perform only such service as on Sunday.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)	Frequency
65-55 87-59	Butler Road	Receive or Discharge	Any Station	Any Station	Daily
57	14th Avenue	Receive or Discharge	Any Station	Any Station	Saturday
57	23rd Street	Receive or Discharge	Any Station	Any Station	Sunday
87	San Bruno	Discharge		Beyond Los Gatos	Daily
87	Any Station	Discharge		Beyond Los Gatos	Sunday

Time Table No. 118.

October 21, 1923

	Capacity of sidings in car lengths	254 Ogden and Portland Manifest	242 Fresno Mdse. Freight	304 Local Freight	302 Local Freight	244 Manifest Freight	Distance from San Francisco	STATIONS	
		THIRD CLASS							
		Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily			
San Francisco Terminal Yard	BKWFI TYP						0.0	TO-R SAN FRANCISCO	1.9
							1.9	23D STREET	0.3
							2.2	ARMY STREET	3.0
	BKWF ITY P	10.00PM	7.00PM		1.30AM	12.01AM	5.2	BAYSHORE	1.3
							6.5	VISITACION	0.4
	IP						6.9	TO-R VISITACION TOWER	2.4
	P						9.3	SO. SAN FRANCISCO	1.1
	Y						10.4	TANFORAN WYE	0.6
	18 P						11.0	R SAN BRUNO	1.1
							12.1	LOMITA PARK	0.8
	16						12.9	AQUA (Spur)	0.8
	52 P						13.7	MILLBRAE	1.5
	18						15.2	BROADWAY (Spur)	1.1
	23 12 8						16.3	BURLINGAME (Spur)	0.5
	13						16.8	HOWEST (Spur)	1.1
	92 WP						17.9	SAN MATEO	1.0
	18						18.9	LESLIE (Spur)	0.8
	13						19.7	ROMAC (Spur)	0.6
							20.3	BERESFORD	1.6
	21						21.9	BELMONT (Spur)	0.8
	9						22.7	PUMORK (Spur)	0.5
	52						23.2	SAN CARLOS	2.2
Yard							25.4	REDWOOD CITY	0.8
	BKYP	12.05AM	8.00PM	6.00AM	3.45AM		26.2	TO-R REDWOOD JCT.	1.6
	53						27.8	ATHERTON	1.1
	28 12 21 WP						28.9	MENLO PARK (Spur)	1.2
	20 20 P						30.1	PALO ALTO (Spur)	1.7
	50 WYP						31.8	R MAYFIELD	3.0
							34.8	CASTRO	1.3
	51 P	Via Dumbarton	Via Dumbarton				36.1	MOUNTAIN VIEW	2.7
	74 P						38.8	SUNNYVALE (Spur)	2.0
	50						40.8	LAWRENCE	3.5
San Jose Term. Yard							44.3	SANTA CLARA	1.4
	IP						45.7	R COLLEGE PARK	0.1
							45.8	S. P. C Crossing	1.1
	BKW FITP			10.00AM		2.15AM	46.9	TO-R SAN JOSE	
		Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily		(46.9)	
		(2.05)	(1.00)	(4.00)	(2.15)	(2.14)		....................Time over district	
		10.08	21.00	5.17	9.33	18.67		....................Average speed per hour	

Double Track

Block Signals

☞ NOTE.—See pages 2, 3, 4, 5 and 7 for additional trains between San Francisco and San Jose.
Menlo Park water supply located on spur and is for emergency use only.

San Francisco and Watsonville Jct. Subdivision.

WESTWARD

Time Table No. 118

October 21, 1923

Block Signals

Double Track

	STATIONS		Distance from San Jose	THIRD CLASS 243 Sunset Manifest Arrive Daily	 303 Local Freight Arrive Daily EX. SUNDAY	 301 Local Freight Arrive Daily EX. SUNDAY	 253 Ogden Manifest Freight Arrive Daily
TO-R	SAN FRANCISCO	1.9	46.9				
	23D STREET	0.3	45.0				
	ARMY STREET	3.0	44.7				
	BAYSHORE	1.3	41.7	3.00AM		8.05AM	11.30PM
	VISITACION	0.4	40.4				
TO-R	VISITACION TOWER	2.4	40.0				
	SO. SAN FRANCISCO	1.1	37.6				
	TANFORAN WYE	0.6	36.5				
R	SAN BRUNO	1.1	35.9				
	LOMITA PARK	0.8	34.8				
	AQUA	0.8	34.0				
	MILLBRAE	1.5	33.2				
	BROADWAY	1.1	31.7				
	BURLINGAME	0.5	30.6				
	HOWEST	1.1	30.1				
	SAN MATEO	1.0	29.0				
	LESLIE	0.8	28.0				
	ROMAC	0.6	27.2				
	BERESFORD	1.6	26.6				
	BELMONT	0.8	25.0				
	PUMORK	0.5	24.2				
	SAN CARLOS	2.2	23.7				
	REDWOOD CITY	0.8	21.5				
TO-R	REDWOOD JCT.	1.6	20.7		5.00AM	5.30AM	10.20PM
	ATHERTON	1.1	19.1				
	MENLO PARK	1.2	18.0				
	PALO ALTO	1.7	16.8				
R	MAYFIELD	3.0	15.1				
	CASTRO	1.3	12.1				
	MOUNTAIN VIEW	2.7	10.8				Via Dumbarton
	SUNNYVALE	2.0	8.1				
	LAWRENCE	3.5	6.1				
	SANTA CLARA	1.4	2.6				
R	COLLEGE PARK	0.1	1.2				
	S. P. C. Crossing	1.1	1.1				
TO-R	SAN JOSE		0.0	12.01AM	3.00AM		
	(46.9)			Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily
	Time over District			(2.59)	(2.00)	(2.35)	(1.10)
	Average speed per hour			13.97	10.35	8.13	22.46

See pages 2, 3, 4, 5, and 6 for additional trains between San Jose and San Francisco.

Menlo Park water supply located on spur track and is for emergency use only.

EASTWARD

San Francisco and Watsonville Jct. Subdivision.

Time Table No. 118

Oct. 21, 1923

Capacity of sidings in car lengths	THIRD CLASS		FIRST CLASS											Distance from San Francisco	STATIONS
	414 Local Freight Leave Daily EX. SUNDAY	244 Manifest Freight Leave Daily	110 Sunset Express Leave Daily	74 The Padre Leave Daily	76 The Lark Leave Daily	102 Sunset Limited Leave Daily	206 Mixed Leave Daily	28 Del Monte Express Leave Daily	24 San Luis Obispo Passenger Leave Daily	204 Mixed Leave Daily	78 Shore Line Limited Leave Daily	72 Daylight Limited Leave Daily	32 Watsonville Junction Passenger Leave Daily		
Term. Yard BKWFITP	9.20AM	3.15AM	9.50PM	9.30PM	**9.10PM**	6.15PM		3.15PM	**10.56AM**		**9.15AM**	8.51AM	**8.15AM**	46.9	TO-R SAN JOSE
													s	48.0 51.7	1.1 **4TH ST., SAN JOSE**
						6.22								52.6	0.9 VALBRICK
I														53.2	0.6 **W. P. R. R. Crossing**
44 18 66 P	9.40	3.45	10.02	9.41	9.21	6.27		3.26	f 11.08		9.27	**9.03**	f 8.27	55.5	2.3 R LICK
45 P	9.45	3.52				6.30		3.29	f 11.12		9.30		f 8.30	57.4	1.9 EDENVALE
														58.2	0.8 SPARROW
63 P	9.55	4.02						3.33	11.17		9.34		8.34	60.4	2.2 POMAR
64 WP 42	**10.34**	4.22	f **10.14**	**9.52**	**9.32**	6.38		3.37	s 11.24		9.38	9.14	s 8.39	63.1	2.7 TO COYOTE
61 P	10.50	4.40	f 10.20	9.56	9.36	6.43		3.42	f 11.28		9.43	9.18	f **8.45**	66.3	3.2 PERRY
26 P			f						f 11.32				f 8.51	69.2	2.9 MADRONE
52 P	11.20	4.50	f 10.28	10.02	9.42	**6.49**		s 3.50	s 11.36		9.49	9.24	s 8.55	70.8	1.6 TO MORGANHILL
32									f				f	72.0	1.2 TENNANT
2														74.1	2.1 DURNEY (Spur)
63 P	**11.42AM**	5.10	f 10.34	10.07	9.47	6.54		3.57	s **11.42**		9.55	9.29	s 9.01	74.6	0.5 TO SAN MARTIN
70 P	**12.01PM**	5.20	10.38	10.10	9.50	6.57			f 11.46		9.58	9.32	f 9.05	77.0	2.4 RUCKER
14														79.1	2.1 LONOKE (Spur)
Yard BKWFTP	**12.25** **1.30**	**6.00**	s 10.47	10.17	9.57	s 7.04	4.15PM	s 4.07	s **11.55**	10.15AM	s **10.08**	9.39	s 9.25	80.7	1.6 TO-R GILROY
P	1.40	6.09	10.52	10.21	10.01	7.09	s 4.23PM	4.12	11.59AM	s 10.25AM	10.12	9.43	9.30	83.2	2.5 R CARNADERO
52														84.1	0.9 NEMA (Spur)
17													f	84.4	0.3 MILLER
73 WP	2.00	6.16	10.57	10.26	10.06	7.14		s 4.19	s 12.06PM		**10.18**	**9.52**	s **9.42**	87.1	2.7 TO SARGENT
25 P									f				**9.48**	89.0	1.9 BETABEL
90 P	2.50	**6.36**	11.05	10.34	10.14	**7.22**		f 4.28	f 12.15		10.26	10.01	f 9.53	91.9	2.9 CHITTENDEN
91 P														93.2	1.3 LOGAN
52 P	3.30	**7.01**	f 11.11	10.40	10.20	7.29		4.35	s 12.21		10.31	10.07	s 10.00	94.6	1.4 TO AROMAS
63 P	4.00								f 12.25				f 10.04	97.1	2.5 VEGA
Term. Yard BKWFTYP	4.20PM	7.30AM	s 11.20PM	s 10.49PM	s 10.29PM	s 7.40PM		s **4.45PM**	¶ 12.30PM		s 10.40AM	s 10.15AM	s 10.10AM	100.4	3.3 TO-R WATSONVILLE JCT
	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(49.8)
	(7.00)	(4.15)	(1.30)	(1.19)	(1.19)	(1.25)	(0.08)	(1.30)	(1.34)	(0.10)	(1.25)	(1.24)	(1.55)		Time over District
	7.11	11.70	33.20	37.82	37.82	35.15	18.75	33.20	31.79	15.00	35.15	35.57	25.81		Average speed per hour

Block Signals

Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 32 is superior to No. 203.
Valbrick siding for use of passenger trains only.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)	Frequency
102	Any Station	Receive	Yuma		Daily
110	Any Station	Receive	Los Angeles		Daily

San Francisco and Watsonville Jct. Subdivision.

WESTWARD

Time Table No. 118

Oct. 21, 1923

			FIRST CLASS												THIRD CLASS	
		Distance from Watsonville Jct.	17	73	75	101	203	27	201	23	205	85	71	77	415	243
			Seashore Express	The Padre	The Lark	Sunset Limited	Mixed	Del Monte Express	New Almaden Mixed	San Francisco Passenger	Mixed	San Francisco Passenger	Daylight Limited	Shore Line Limited	Local Freight	Sunset Manifest
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive MONDAY ONLY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily
Block Signal	TO-R SAN JOSE	49.8	s 6.55AM	s 7.40AM	s 8.15AM	s 9.15AM		s 10.56AM	s 12.30PM	s 12.47PM		s 6.30PM	7.20PM	s 9.10PM	3.10PM	10.50PM
	1.1															
	4TH ST., SAN JOSE	48.7	f						s							
	0.9															
	VALBRICK	47.8										6.22				
	0.6															
	W. P. R. R. Crossing	47.2														
	2.3															
	R LICK	44.9	f 6.42	7.28	8.02	9.03		10.45	12.10PM	f 12.36		6.10	7.09	8.59	2.40	10.38
	1.9															
	EDENVALE	43.0	f 6.39			8.58		10.42		f 12.33		f 6.07			2.30	10.32
	0.8															
	SPARROW	42.2														
	2.2															
	POMAR	40.0	f 6.35			8.54		10.38		12.27		6.01			2.15	10.24
	2.7															
	TO COYOTE	37.3	s 6.31	7.18	7.51	8.49		10.34		s 12.23		s 5.57	6.59	8.48	2.05	10.14 9.25
	3.2															
	PERRY	34.1	f 6.25	7.14	7.47	8.45		10.29		f 12.18		f 5.52	6.55	8.44	1.35	9.15
	2.9															
	MADRONE	31.2	f							f						
	1.6															
	TO MORGANHILL	29.6	s 6.18	7.08	7.41	8.38		s 10.23		s 12.11		s 5.45	6.49	8.38	1.15	9.00
	1.2															
	TENNANT	28.4	f							f						
	2.1															
	DURNEY	26.3														
	0.5															
	TO SAN MARTIN	25.8	f 6.11	7.02	7.34	8.31		10.18		f 12.05		f 5.39	6.42	8.33	12.55	8.45
	2.4															
	RUCKER	23.4	f 6.06							f 12.01PM		f 5.34			12.40	
	2.1															
	LONOKE	21.3														
	1.6															
	TO-R GILROY	19.7	s 6.00	6.53	7.24	8.21	s 9.00AM	s 10.08		s 11.55AM	s 3.45PM	s 5.28	6.32	s 8.24	12.25PM 11.00AM	8.24
	2.5															
	R CARNADERO	17.2	5.51	6.49	7.20	8.16	8.50AM	9.58		11.47	3.35PM	5.18	6.28	8.19	10.50	7.50
	0.9															
	NEMA	16.3														
	0.3															
	MILLER	16.0								f						
	2.7															
	TO SARGENT	13.3	f 5.45	6.43	7.14	8.10		s 9.52		s 11.41		s 5.12	6.23	8.13	10.20 9.10	7.35
	1.9															
	BETABEL	11.4						9.48		f						
	2.9															
	CHITTENDEN	8.5	f 5.37	6.36	7.07	8.02		9.42		f 11.33		f 5.05	6.16	8.06	8.50	7.22
	1.3															
	LOGAN	7.2	f													
	1.4															
	TO AROMAS	5.8	f 5.31	6.30	7.01	7.56		9.36		f 11.27		s 4.58	6.10	8.00	8.15	6.55
	2.5															
	VEGA	3.3								f 11.21		f 4.51			8.05	6.45
	3.3															
	TO-R WATSONVILLE JCT	0.0	5.20AM	6.20AM	6.48AM	7.45AM		9.27AM		11.15AM		4.45PM	6.00PM	7.50PM	7.50AM	6.30PM
	(49.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave MONDAY ONLY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily
	Time over District		(1.35)	(1.20)	(1.27)	(1.30)	(0.10)	(1.29)	(0.20)	(1.32)	(0.10)	(1.45)	(1.20)	(1.20)	(7.20)	(4.20)
	Average speed per hour		31.51	37.35	34.34	33.20	15.00	33.57	14.70	32.47	15.00	28.46	37.35	37.35	6.79	11.41

Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 32 is superior to No. 203.
Third Class and Extra trains may run ahead of Nos. 203 and 205 Carnadero to Gilroy, and No. 201 Lick to San Jose.
Valbrick siding for use of passenger trains only.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)	Frequency
101	Any Station	Discharge		Yuma	Daily
101	Gilroy	Discharge		Los Angeles	Daily

EASTWARD

Watsonville Jct. and San Luis Obispo Subdivision.

Time Table No. 118

Oct. 21, 1923

Capacity of sidings in car lengths	THIRD CLASS				SECOND CLASS				FIRST CLASS											Distance from San Francisco		STATIONS
	244	310	312	308	330				110	74	76	102	106	28	104	24	84	78	72			
	Sunset Manifest	Local Freight	Local Freight	Local Freight	Freight				Sunset Express	The Padre	The Lark	Sunset Limited	Salinas Passenger	Del Monte Express	Salinas Passenger	San Luis Obispo Passenger	Scen ic Local Passenger	Shore Line Limited	Daylight Limited			
	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
Term Yard BKWFTYP	8.45AM		7.00AM	6.50AM	9.30AM				11.30PM	10.54PM	10.34PM	7.45PM		4.55PM		12.55PM	12.50PM	10.50AM	10.20AM	100.4	Block Signals	TO-R WATSONVILLE JCT 3.2
2																				103.6		LYDA (Spur) 2.0
62 P	9.05		7.31	7.01	9.48				11.39	11.03	10.43	7.55		f 5.05		f 1.05	f 1.00	11.00	10.29	105.6		ELKHORN 4.8
45KWYP 62	9.30		7.50AM	7.22	9.58				s 11.56PM	11.10	10.50	s 8.05	5.20PM	s 5.15PM	3.20PM	s 1.15	s 1.10PM	s 11.13	10.36	110.4		TO-R DEL MONTE JCT. 3.5
62 P	9.42			7.45	10.05								f 5.33		f 3.27	f 1.22		11.19	10.41	113.9		COOPER 1.7
30 P													f		f	f				115.6		GRAVES 2.6
84 KWTP	9.55	9.20AM		8.10AM	10.25				s 12.15AM	11.21	11.01	s 8.18	s 5.39PM		s 3.35PM	s 1.30		s 11.28	10.47	118.2		TO-R SALINAS 2.1
70 YP	10.16	9.25			10.32				12.20	11.24	11.04	8.23				1.35		11.32	10.50	120.8		SPRECKELS JCT. 5.0
45 P	10.30	9.35			10.41				12.27	11.30	11.10	8.30				f 1.42		11.40	10.56	125.3		SPENCE 3.8
48 WP	10.45	9.44			10.49				f 12.33	11.35	11.15	8.36				s 1.50		11.46	11.01	129.1		TO CHUALAR 1.9
38 P																				131.0		GABILAN 0.9
44 P	11.05	9.56			11.05				12.38	11.39	11.19	8.41				1.55		11.50	11.05	131.9		PENVIR 2.0
4 6																				133.9		DEAN (Spur) 1.2
45 P	11.20	10.12			11.15				f 12.43	11.43	11.23	8.46				s 2.05		11.55AM	11.09	135.1		TO GONZALES 2.0
8																				137.1		RACK (Spur) 1.7
26																				138.8		MOLUS (Spur) 1.8
42 P	11.30	10.30			11.25				12.50	11.50	11.30	8.53				f 2.13		12.02PM	11.16	140.6		CAMPHORA 3.0
57 WP	11.45AM	10.40			11.31				f 12.55	11.54PM	11.34	8.57				s 2.20		12.06	11.20	143.6		TO SOLEDAD 0.6
6																				144.2		CHALON (Spur) 4.1
71 P	12.12PM	11.26			11.41				1.02	12.01AM	11.40	9.04				f 2.27		12.12	11.26	148.3		HARLEM 4.0
45 P	12.35	11.50AM			11.50AM				1.07	12.06	11.45	9.09				s 2.34		12.17	11.31	152.3		TO METZ 1.1
24 P																				153.4		ESPINOSA 5.5
76 P	12.55	12.10PM			12.05PM				1.16	12.16	11.54PM	9.18				f 2.44		12.27	11.41	158.9		COBURN 2.1
81 YP																				161.0		ELSA (Spur) 2.7
60 WP	1.20	12.34			12.20				s 1.27	12.22	12.01AM	s 9.25				s 2.55		s 12.34	11.47	163.7		TO KING CITY 1.5
15 P																				165.2		ARGUS 1.9
76 P	1.35	1.15			12.39				1.32	12.27	12.06	9.30				f 3.00		12.39		167.1		WELBY 5.3
38 P	2.00	1.45			1.00				f 1.40	12.34	12.13	9.37				s 3.08		12.46	11.58AM	172.4		TO SAN LUCAS 5.3
44 P	2.15	2.00			1.15				1.47	12.41	12.20	9.44				3.15		12.53		177.7		DOCAS 5.2
38 BKW 74 FP	2.30PM	2.15PM			1.30PM				s 2.00AM	12.49AM	12.27AM	9.55PM				s 3.25PM		f 1.04PM	12.11PM	182.9		TO-R SAN ARDO
	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(82.5)
	(5.45)	(4.55)	(0.50)	(1.20)	(4.00)				(2.30)	(1.55)	(1.53)	(2.10)	(0.19)	(0.20)	(0.15)	(2.30)	(0.20)	(2.14)	(1.51)			..............Time over District
	14.34	13.13	12.00	13.35	20.63				33.00	43.04	43.89	38.07	24.63	30.00	31.20	33.00	30.00	36.94	44.59			.............Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 104 is superior to No. 103.

Second class, third class and extra trains may run ahead of Nos. 104 and 106 Del Monte Junction to Salinas.

Water supply at Chualar to be obtained from stand pipe opposite section house and is for emergency use only.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)	Frequency
84	Miller Gun Club	Receive or Discharge	Any Station	Any Station	Daily
24	Rocky Point, 2.3 miles east of Espinosa	Receive or Discharge	Any Station	Any Station	Daily
102	Any Station	Receive	Yuma		Daily
110	Any Station	Receive	Los Angeles		Daily

Watsonville Jct. and San Luis Obispo Subdivision.

WESTWARD

Time Table No. 118

Oct. 21, 1923

Block Signals

STATIONS	Distance from San Luis Obispo	FIRST CLASS											THIRD CLASS			
		17	73	75	101	27	23	103	85	71	105	77	309	311	307	243
		Seashore Express	The Padre	The Lark	Sunset Limited	Del Monte Express	San Francisco Passenger	Del Monte Junction Passenger	San Francisco Passenger	Daylight Limited	Pacific Grove Passenger	Shore Line Limited	Local Freight	Local Freight	Local Freight	Sunset Manifest
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily
TO-R WATSONVILLE JCT 3.2	151.7	s 5.15AM	s 6.15AM	s 6.42AM	s 7.40AM	s 9.17AM	s 11.10AM		s 4.35PM	s 5.55PM		s 7.45PM		1.45PM	2.30PM	4.50PM
LYDA 2.0	148.5								f							
ELKHORN 4.8	146.5	5.04	6.06	6.33	7.31	9.05	f 11.00		f 4.25	5.45		7.30		1.30	2.15	4.35
TO-R DEL MONTE JCT. 3.5	141.7	s 4.56	5.57	6.25	s 7.22	8.55AM	s 10.50	s 4.05PM	4.15PM	5.38	s 7.00PM	s 7.20		1.15PM	2.05	4.20
COOPER 1.7	138.2						f 10.41	f 3.58		5.33	f 6.53				1.40	4.08
GRAVES 2.6	136.5						f	f			f					
TO-R SALINAS 2.1	133.9	s 4.43	5.46	6.14	s 7.10		s 10.25	3.50PM		5.27	6.45PM	s 7.01	8.00AM		1.30PM	3.55
SPRECKELS JCT. 5.0	131.8	4.36	5.42	6.10	7.05		10.16					6.55	7.50			3.10
SPENCE 3.8	126.8	4.29	5.35	6.03	6.57		f 10.08					6.48	7.40			2.50
TO CHUALAR 1.9	123.0	f 4.23	5.30	5.58	6.51		s 10.02			5.13		6.43	7.20			2.25
GABILAN 0.9	121.1															
PENVIR 2.0	120.2	4.18	5.26	5.54	6.46		9.56					6.39	6.55			2.15
DEAN 1.2	118.2															
TO GONZALES 2.0	117.0	f 4.13	5.21	5.49	6.41		s 9.50			5.05		6.35	6.41			2.05
RACK 1.7	115.0															
MOLUS 1.8	113.3															
CAMPHORA 3.0	111.5	4.06	5.14	5.42	6.34		f 9.36			4.58		6.28	6.10			1.30
TO SOLEDAD 0.6	108.5	f 4.02	5.10	5.38	6.30		s 9.31			4.54		6.24	6.00			1.15
CHALON 4.1	107.9															
HARLEM 4.0	103.8	3.54	5.04	5.32	6.24		f 9.20					6.17	5.45			12.55
TO METZ 1.1	99.8	f 3.48	4.59	5.27	6.19		s 9.13			4.43		6.11	5.27			12.35PM 11.25AM
ESPINOSA 5.5	98.7															
COBURN 2.1	93.2	3.38	4.50	5.18	6.10		f 9.02					6.02	4.50			11.05
ELSA 2.7	91.1															
TO KING CITY 1.5	88.4	s 3.31	4.44	5.12	s 6.03		s 8.55			4.28		f 5.55	4.30			10.50
ARGUS 1.9	86.9															
WELBY 5.3	85.0	3.25	4.39	5.07	5.56		f 8.44					5.48	4.00			10.25
TO SAN LUCAS 5.3	79.7	f 3.17	4.32	5.00	5.49		s 8.37			4.17		5.41	3.45			10.10
DOCAS 5.2	74.4	3.09	4.25	4.53	5.42		8.28					5.34	3.30			9.40
TO-R SAN ARDO	69.2	3.01AM	4.18AM	4.46AM	5.35AM		8.20AM			4.04PM		5.27PM	3.15AM			9.20AM
(82.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily
Time over District		(2.14)	(1.57)	(1.56)	(2.05)	(0.22)	(2.50)	(0.15)	(0.20)	(1.51)	(0.15)	(2.18)	(4.45)	(0.30)	(1.00)	(7.30)
Average speed per hour		36.19	42.30	42.67	39.60	27.27	29.10	31.20	30.00	44.59	31.20	35.86	13.62	20.00	17.80	10.96

Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 104 is superior to No. 103.

Third class and extra trains may run ahead of Nos. 103 and 105 Salinas to Del Monte Junction.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)	Frequency
85	Millers Gun Club	Receive or Discharge	Any Station	Any Station	Daily
17	Any Station	Discharge		Los Angeles	Daily
101	Any Station	Discharge		Yuma	Daily
23	Rocky Point 2.3 miles east of Espinosa	Receive or Discharge	Any Station	Any Station	Daily

EASTWARD Watsonville Jct. and San Luis Obispo Subdivision. WESTWARD

Capacity of sidings in car lengths	THIRD CLASS		SECOND CLASS	FIRST CLASS							Distance from San Francisco		Time Table No. 118 Oct. 21, 1923	Distance from San Luis Obispo	FIRST CLASS							THIRD CLASS	
	244	314	330	102	24	78	72	110	74	76					17	73	75	101	23	71	77	243	313
	Sunset Manifest	Local Freight	Freight	Sunset Limited	San Luis Obispo Passenger	Shore Line Limited	Daylight Limited	Sunset Express	The Padre	The Lark					Seashore Express	The Padre	The Lark	Sunset Limited	San Francisco Passenger	Daylight Limited	Shore Line Limited	Sunset Manifest	Local Freight
	Leave Daily	Leave Daily EX. MONDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			**STATIONS**		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY
38 74 BKWFP	**2.30PM**	6.00AM	1.30PM	9.55PM	3.25PM	1.04PM	12.11PM	2.00AM	12.49AM	12.27AM	182.9	Block Signals	TO-R SAN ARDO 3.5	69.2	f 3.01AM	4.18AM	4.46AM	5.35AM	s 8.20AM	4.04PM	f 5.27PM	9.20AM	**2.30PM**
44 P	2.38	6.10	1.40	10.00	3.30	1.10		2.05	12.54	12.32	186.4		GETTY 3.3	65.7	2.51	4.13	4.41	5.28	f 8.15		5.22	9.10	2.05
45 P	2.46	6.18	**1.47**	10.05	f 3.35	1.15	12.20	2.10	12.59	12.36	189.7		WUNPOST 6.2	62.4	2.47	4.09	4.37	5.23	f 8.11	3.55	5.17	9.00	**1.47**
46 P	2.58	6.45	2.02	10.15	s **3.46**	**1.23**	12.28	f 2.20	1.07	12.45	195.9		TO BRADLEY 5.5	56.2	f 2.38	4 01	4.29	5.14	s 8.01	**3.46**	5.09	8.30	**1.23**
75 P	3.09	7.00	2.12	10.23	f 3.54	1.30	**12.35**	**2.28**	1.14	12.53	201.4		NACIMIENTO 2.4	50.7	**2.28**	3.54	4.22	5.06	f 7.52		5.02	8.15	**12.35**
110 P	3.16	7.07	2.17	10.27	f 3.58	1.34		2.32	1.17	12.56	203.8		McKAY 3.2	48.3	f 2.21	3.51	4.19	5.02	f 7.48		4.58	8.00	12.01PM
38 WP	**3.32**	7.20	2.25	10.31	s 4.02	1.39	12.42	f 2.37	1.21	1.01	207.0		TO SAN MIGUEL 3.9	45.1	f 2.16	3.47	4.15	4.57	s 7.43	**3.32**	4.54	7.48	11.50AM
43 P	3.50	**7.36**	2.34	10.37	f 4.08	1.45		2.42	1.26	1:06	210.9		WELLSONA 5.4	41.2	2.11	3.42	4.10	4.52	f **7.36**		4.49	**7.36**	11.10
Yard WP	4.05	8.30	2.52	s 10.46	s 4.18	s 1.55	12.54	s 2.50	1.33	1.14	216.3		TO PASO ROBLES 5.5	35.8	s 2.04	3.35	4.03	s 4.44	s 7.28	3.19	s 4.42	7.10	10.50
68 P	**4.33**	9.01	**3.11**	10.56	s **4.33**	2.04	1.01	f 3.00	1.40	1.22	221.8		TO TEMPLETON 3.1	30.3	f 1.55	3.27	3.55	4.34	s 7.10	**3.11**	**4.33**	6.40	10.20
30 P	4.57	9.15	3.20	11.01	f 4.41	**2.08**		3.05	**1.45**	1.27	224.9		ASUNCION 1.8	27.2	**1.45**	3.23	3.51	4.29	f 7.03		4.29	6.25	9.50
22 P				f 11.04	s 4.44	f 2.11		f 3.08			226.7		ATASCADERO 0.7	25.4	f			f 4.24	s 7.00		f 4.26		
											227.4		BRICKTON (Spur) 0.6	24.7									
42 P	5.30	**9.30**	3.27	11.06	4.46	2.13		3.10	1.50	**1.32**	228.0		HENRY 2.3	24.1	**1.32**	3.19	3.47	4.21	6.58		4.24	6.15	**9.30**
68	5.45	9.50	3.35	11.10	f 4.51	2.18	1.13	**3.15**	1.54	1.35	230.3		EAGLET 3.1	21.8	1.18	**3.15**	3.43	4.14	f 6.53	3.00	4.19	6.05	9.05
					f						233.4		CUSHING (Spur) 2.1	18.7					f				
72 KWYP	6.15	11.10	**4.12**	s 11.25	s 5.02	s 2.33	1.24	s **3.35**	2.07	1.47	235.5		TO-R SANTA MARGARITA 3.4	16.6	s 1.08	3.07	**3.35**	s 4.05	s 6.45	2.53	s **4.12**	5.45	8.50
78 P	7.00	11.25	4.30	11.35	f 5.12	**2.42**	1.34	**3.50**	2.17	1.57	238.9		CUESTA 1.1	13.2	12.54	2.55	3.23	**3.50**	f 6.33	**2.42**	3.59	5.20	8.20
9											240.0		THYLE (Spur) 2.6	12.1									
67 P	7.35	11.40	4.50	11.47	f 5.24	**2.56**	1.44	4.01	2.28	2.07	242.6		NOVA 0.8	9.5	12.43	2.46	3.14	3.40	6.24	2.28	3.47	5.00	8.05
42 WP	7.45	11.45AM	4.55	11.49	f 5.26	**2.58**	1.46	4.03	2.30	2.09	243.4		TO SERRANO 2.9	8.7	12.41	2.44	3.12	3.37	f 6.22		3.45	4.55	8.00
46 P	8.00	12.05PM	5.10	11.56PM	5.36	3.05	1.52	4.10	**2.37**	2.16	246.3		CHORRO 1.7	5.8	12.33	**2.37**	3.05	3.30	6.15	2.19	3.37	4.45	7.50
18											248.0		GOLDTREE (Spur) 2.6	4.1									
104 P	8.20	12.20	5.25	12.10AM	5.45	3.15	2.00	4.20	2.46	**2.26**	250.6		HATHAWAY 1.5	1.5	12.20	**2.26**	2.55	3.20	6.05	2.09	3.25	4.30	7.35
Term. Yard BKWFTP	8.30PM	12.30PM	5.35PM	s **12.15AM**	s 5.50PM	s **3.20PM**	s **2.05PM**	s **4.25AM**	s **2.50AM**	s 2.30AM	252.1		TO-R SAN LUIS OBISPO	0.0	**12.15AM**	2.15AM	**2.50AM**	3.15AM	6.00AM	**2.05PM**	**3.20PM**	**4.25AM**	7.30AM
	Arrive Daily	Arrive Daily EX. MONDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(69.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY
	(6.00)	(6.30)	(4.05)	(2.20)	(2.25)	(2.16)	(1.54)	(2.25)	(2.01)	(2.03)			............Time over District..................		(2.46)	(2.03)	(1.56)	(2.20)	(2.20)	(1.59)	(2.07)	(4.55)	(7.00)
	11.53	10.65	16.95	29.65	28.60	30.53	36.42	28.60	34.31	33.76			............Average speed per hour............		25.01	33.75	35.78	29.66	29.66	34.89	32.69	14.07	9.88

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)	Frequency
102	Any Station	Receive	Yuma		Daily
110	Any Station	Receive	Los Angeles		Daily
17	Any Station	Discharge		Los Angeles	Daily
101	Any Station	Discharge		Yuma	Daily

EASTWARD

San Luis Obispo and Santa Barbara Subdivision.

WESTWARD

Capacity of sidings in car lengths	THIRD CLASS		SECOND CLASS	FIRST CLASS										FIRST CLASS							THIRD CLASS	
	244	316	330	78	96	72	110	74	76	102	Distance from San Francisco	Time Table No. 118 Oct. 21, 1923	Distance from Santa Barbara	73	75	101	71	95	77	17	315	243
	Sunset Manifest	Local Freight	Freight	Shore Line Limited	Passenger	Daylight Limited	Sunset Express	The Padre	The Lark	Sunset Limited				The Padre	The Lark	Sunset Limited	Daylight Limited	Passenger	Shore Line Limited	Seashore Express	Local Freight	Sunset Manifest
	Leave Daily	Leave MON., WED. & FRI.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS Block Signals		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive TUES., THURS., SAT.	Arrive Daily
Term. Yard BKWFTP	10.15PM	7.00AM	8.00PM	3.30PM	2.40PM	**2.15PM**	4.35AM	**3.05AM**	2.40AM	12.25AM	252.1	TO-R SAN LUIS OBISPO 5.8	118.6	s 2.05AM	s 2.35AM	**3.05AM**	s 1.50PM	s **2.15PM**	s 3.10PM	s 12.05AM	2.00PM	**2.15AM**
45 P	10.27	7.20	8.14	3.40	f **2.55**	2.25	f 4.45	3.15	**2.50**	12.35	257.9	EDNA 1.2	112.8	**1.51**	2.21	**2.50**	**1.40**	f 2.03	**2.55**	f 11.52PM	**1.40**	**1.51**
IP											259.1	TO HADLEY TOWER P. C. R. R. Crossing 0.9	111.6									
26											260.0	TIBER 2.8	110.7									
9				3.49	f 3.03		f 4.53				262.8	PISMO (Spur) 1.4	107.9					f	2.43	f 11.39		
50 P	10.40	7.40	8.27	3.52	f 3.06	2.35	4.56	3.25	3.02	12.46	264.2	GROVER 1.7	106.5	1.40	2.10	2.33	1.30	f 1.53	2.41	11.35	12.40	1.00
38 WP	11.10	8.00	8.31	3.55	f 3.09	**2.38**	f 4.59	3.28	3.05	**12.49**	265.9	TO OCEANO 4.0	104.8	1.37	2.07	2.30	1.27	s 1.50	**2.38**	f 11.32	12.30PM	**12.49**
94 P	**11.25**	8.20	8.39	4.02	f 3.16	2.44	f 5.06	3.34	3.11	12.55	269.9	CALLENDER 2.5	100.8	1.31	2.01	2.24	1.21	f 1.42	2.28	f **11.25**	11.45AM	12.32
38 24 P	11.40PM	8.45	8.44	4.06	f 3.20	2.48	f 5.11	3.38	3.15	12.59	272.4	BROMELA 4.1	98.3	1.27	1.57	2.20	1.17	f 1.38	2.24	f 11.20	11.30	12.25
35 33 WP	**12.15AM**	9.45	9.00	s 4.15	s 3.32	2.54	s 5.23	3.44	3.21	1.05	276.5	TO GUADALUPE 4.2	94.2	1.21	1.51	2.14	1.12	s 1.32	s 2.18	s 11.14	11.00	**12.15**
44 P	12.35	10.10	9.20	4.22	f 3.38	3.01	f 5.30	3.50	3.27	**1.15**	280.7	WALDORF 4.1	90.0	**1.15**	1.45	2.08	1.06	f 1.23	2.10	f 11.05	10.00	12.03AM
45 P	12.50	10.30AM	9.40	4.29	3.44	3.07	5.39	3.57	3.34	1.21	284.8	SCHUMAN 0.9	85.9	1.09	1.39	2.02	1.00	1.17	2.04	10.59	9.45	11.50PM
12											285.7	DEVON (Spur) 1.8	85.0									
90 43 P	**1.05**	12.01PM	9.46	4.34	s 3.50	3.12	f 5.45	4.02	3.39	**1.34**	287.5	TO CASMALIA 2.5	83.2	**1.05**	**1.34**	1.57	12.55	s 1.12	1.59	f 10.53	9.30	11.35
74 P	**1.20** **1.53**	12.15	9.51	4.39	3.55	3.17	5.50	4.07	3.44	**1.40**	290.0	ANTONIO 3.2	80.7	1.01	**1.29**	**1.53**	12.51	1.05	1.53	10.48	9.10	11.25
45 27 P	2.20	**12.35** **1.01**	9.59	4.44	f 4.00	3.22	f 5.56	4.12	3.49	**1.48**	293.2	NARLON 4.0	77.5	12.56	1.24	**1.48**	**12.46**	f **1.01**	1.48	f 10.43	9.00	11.15
45 P	2.40	1.11	10.08	4.50	f 4.06	3.28	f 6.02	4.18	3.55	1.56	297.2	TANGAIR 4.1	73.5	12.50	1.18	1.42	12.40	f 12.55	1.42	10.37	8.45	11.00
13											301.3	AJAX (Spur) 1.4	69.4									
8 7 KWFYP	3.35AM	1.25PM	**10.20PM**	f 4.59PM	s 4.20PM	3.36PM	s 6.24AM	4.27AM	4.04AM	2.06AM	302.7	TO-R SURF	68.0	12.40AM	1.08AM	1.32AM	12.30PM	12.45PM	1.30PM	**10.27PM**	8.20AM	**10.35PM**
	Arrive Daily	Arrive MON., WED. & FRI.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(50.6)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave TUES., THURS., SAT.	Leave Daily
	(5.20) 10.50	(6.25) 8.71	(2.20) 21.69	(1.29) 34.11	(1.40) 30.36	(1.21) 37.43	(1.49) 27.85	(1.22) 37.02	(1.24) 36.14	(1.41) 30.06		................Time over District................ ....Average speed per hour..........		(1.25) 35.72	(1.27) 34.90	(1.33) 32.65	(1.20) 37.95	(1.30) 33.73	(1.40) 30.36	(1.38) 30.98	(5.40) 8.93	(3.40) 13.80

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)	Frequency
78	Any Station	Discharge		Beyond San Luis Obispo	Daily
102	Any Station	Receive	Yuma		Daily
110	Any Station	Receive	Los Angeles		Daily
	Any Station	Discharge		San Francisco	Daily
17	Any Station	Discharge		Los Angeles	Daily
77	Any Station	Discharge		Beyond Santa Barbara	Daily
101	Any Station	Discharge		Yuma	Daily

No. 76 will stop at Surf daily to exchange U. S. Mail.

EASTWARD

San Luis Obispo and Santa Barbara Subdivision.

WESTWARD

Capacity of sidings in car lengths	THIRD CLASS		SECOND CLASS	FIRST CLASS							Distance from San Francisco	Time Table No. 118	Distance from Santa Barbara	FIRST CLASS							THIRD CLASS	
	318	244	330	78	96	72	110	74	76	102		Oct. 21, 1923		71	95	77	17	73	75	101	317	243
	Local Freight	Sunset Manifest	Freight	Shore Line Limited	Passenger	Daylight Limited	Sunset Express	The Padre	The Lark	Sunset Limited		STATIONS		Daylight Limited	Passenger	Shore Line Limited	Seashore Express	The Padre	The Lark	Sunset Limited	Local Freight	Sunset Manifest
	Leave TUE., THUR. & SAT.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive MON., WED. & FRI.	Arrive Daily
87 KWFYP	7.15AM	3.35AM	10.35PM	4.59PM	s4.20PM	3.36PM	6.24AM	4.27AM	4.04AM	2.06AM	302.7	TO-R SURF	68.0	12.30PM	s 12.45PM	f 1.30PM	s 10.27PM	12.40AM	1.08AM	1.32AM	2.30PM	10.20PM
42 P	7.45	3.50	11.01	5.09	4.30	3.46	f6.35	4.37	4.14	2.16	307.9	5.2 HONDA	62.8	12.18	12.35	1.19	f10.17	12.28	12.56	1.21	2.05	10.00
34					f		f				310.5	2.6 ARLIGHT (Spur)	60.2		f		f					
44 P	8.05	4.10 4.50	11.13	5.19	f4.38	3.53	6.43	4.45	4.22	2.24	312.5	2.0 ARGUELLO	58.2	12.11	f12.28	1.12	10.10	12.21	12.49	1.14	1.55	9.45
46 P	8.25	5.05	11.21	5.26	f4.45	3.59	f6.54	4.52	4.29	2.31	317.3	4.8 SUDDEN	53.4	12.04PM	f12.21	1.04	f10.02	12.14	12.42	1.07	1.35	9.30
43 WP	8.40	5.15	11.37PM	5.31	f4.51	4.04	f6.59	4.57	4.34	2.37	320.8	3.5 JALAMA	49.9		f12.15	12.58	f 9.57	12.09	12.37	1.02	1.15	9.20
40 38 P	9.00	5.30	12.01AM	5.39	s4.59	4.12	f7.10	5.05	4.42	2.45	325.3	4.5 TO CONCEPCION	45.4	11.53AM	s12.08	12.50	f 9.49	12.01AM	12.29	12.54	12.50	9.00
9											328.6	3.3 ANACAPA (Spur)	42.1									
44 P	9.15	5.40	12.17 12.48	5.46	f5.05	4.18	7.18	5.11	4.48	2.52	329.8	1.2 GATO	40.9	11.47	f12.01PM	12.43	9.43	11.55PM	12.22	12.48	12.28	8.45
16				f	f		f				331.0	1.2 SAN AUGUSTINE	39.7		f	f	f					
15 P				f	f		f				334.2	3.2 DRAKE	36.5		f	f	f					
59 P	9.30	5.55	1.05	5.54	f5.12	4.24	7.28	5.18	4.55	2.59	334.8	0.6 SACATE	35.9	11.40	f11.54AM	12.36	9.36	11.48	12.14	12.41	12.10PM	8.30
43 WP	10.10	6.20	1.15	6.02	s5.20	4.31	s7.38	5.25	5.02	3.06	339.4	4.6 TO GAVIOTA	31.3	11.34	s11.47	12.29	s 9.29	11.41	12.06	12.35	11.50AM 11.10	8.10
23											340.0	0.6 SEAGIRT (Spur)	30.7									
44 P	10.20	6.30	1.21	6.07	5.26		7.43	5.30	5.07	3.11	342.6	2.6 LENTO	28.1		11.41	12.22	9.24	11.36	12.01AM	12.30	10.45	7.55
48 P	10.30	6.45	1.27	6.12	f5.31	4.41	f7.49	5.35	5.12	3.16	345.7	Block Signals 3.1 TAJIGUAS	25.0	11.25	f11.36	12.17	f 9.19	11.31	11.56PM	12.26	10.35	7.45
25					f		f				348.6	2.9 ORELLA (Spur)	22.1		f		f					
44 P	10.45	7.00	1.35	6.20	f5.38	4.48	7.58	5.42	5.19	3.24	349.9	1.3 CAPITAN	20.8	11.19	f11.29	12.09PM	9.12	11.25	11.49	12.20	10.20	7.30
11											353.1	3.2 VERAS (Spur)	17.6									
45 WP 38	11.00 11.59AM	7.15	1.57	6.30	s5.50	4.58	s8.10	5.52	5.29	3.35	355.0	1.9 TO NAPLES	15.7	11.12	s11.21	11.59AM	s 9.04	11.18	11.41	12.13	10.00	7.10
5											357.1	2.1 VILO (Spur)	13.6									
49 P	12.20PM	7.25	2.06	6.36	f5.56	5.04	f8.17	5.57	5.34	3.41	358.9	1.8 ELLWOOD	11.8	11.05	f11.12	11.51	f 8.57	11.10	11.33	12.06	9.40	6.36
25					f		f				360.2	1.3 COROMAR	10.5		f		f					
20											361.7	1.5 LA PATERA	9.0									
45 P	12.45	7.35	2.16	6.42	s6.02	5.09	f8.24	6.02	5.39	3.47	362.8	1.1 TO GOLETA	7.9	11.00	s11.06	11.46	f 8.51	11.05	11.28	12.01AM	9.20	6.23
2											364.9	2.1 IRMA (Spur)	5.8									
41 P	1.00	7.45	2.23	6.49	f6.08	5.14	8.30	6.07	5.44	3.53	366.5	1.6 HOPE RANCH	4.2	10.55	f11.00	11.41	8.45	11.00	11.23	11.55PM	8.45	6.16
7											367.9	1.4 OLIVA (Spur)	2.8									
			2.29	6.55	6.12	5.22	8.35	6.13	5.50	3.58	368.5	0.6 WEST STA. BARBARA D. Track	2.2	10.50	10.55	11.36	8.40	10.55	11.18	11.50	8.35	6.12
Term. Yard BKWFTP	1.30PM	8.00AM	2.40AM	s7.05PM	s6.20PM	5.30PM	s8.45AM	s6.23AM	s6.00AM	s4.10AM	370.7	2.2 TO-R SANTA BARBARA	0.0	10.45AM	10.50AM	11.30AM	8.35PM	10.50PM	11.13PM	11.45PM	8.25AM	6.00PM
	Arrive TUE., THUR. & SAT.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(68.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave MON., WED. & FRI.	Leave Daily
	(6.15) 10.88	(4.25) 15.40	(4.05) 16.65	(2.06) 32.38	(2.00) 34.00	(1.54) 35.79	(2.21) 28.94	(1.56) 35.17	(1.56) 35.17	(2.04) 32.90		.........Time over District........ ....Average speed per hour.....		(1.45) 38.86	(1.55) 35.48	(2.00) 34.00	(1.52) 36.46	(1.50) 37.09	(1.55) 35.48	(1.47) 38.13	(6.05) 11.18	(4.20) 15.61

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ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)	Frequency
102	Any Station	Receive	Yuma		Daily
110	Any Station	Receive	Los Angeles		Daily
	Any Station	Discharge		San Francisco	Daily
77	Any Station	Discharge		Beyond Santa Barbara	Daily
78	Any Station	Discharge		Beyond San Luis Obispo	Daily
17	Any Station	Discharge		Los Angeles	Daily
101	Any Station	Discharge		Yuma	Daily

Watsonville Jct. and San Luis Obispo Subdivision.

EASTWARD — WESTWARD

Capacity of sidings in car lengths.	THIRD CLASS	FIRST CLASS						Distance from San Francisco	Time Table No. 118 Oct. 21, 1923	Distance from Pacific Grove	FIRST CLASS						THIRD CLASS
	312	148	146	28	84	144	140				141	27	143	147	85	149	311
	Local Freight	Passenger	Passenger	Del Monte Express	Scenic Local Passenger	Passenger	Passenger				Passenger	Del Monte Express	Passenger	Passenger	Passenger	Passenger	Local Freight
	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY
45 62 KWYP	7.50AM	8.05PM	7.20PM	5.16PM	1.10PM	11.15AM	7.25AM	110.4	TO-R DEL MONTE JCT. 2.0	17.9	s 7.10AM	s 8.55AM	s 10.40AM	s 3.15PM	s 4.15PM	s 7.05PM	1.05PM
15	8.00	f 8.10	f 7.25	f 5.20	f 1.15	f 11.20	f 7.30	112.4	NASHUA P. V. R. R. Crossing 1.5	15.9	f 7.05	f 8.50	f 10.34	f 3.11	f 4.11	f 6.59	12.50
14 WP	8.05	f 8.15	f 7.30	5.23	f 1.20	f 11.25	f 7.35	113.9	NEPONSET 0.9	14.4	f 7.01	8.47	f 10.29	f 3.06	f 4.07	f 6.54	12.45
23		f	f		f	f	f	114.8	LAPIS (Spur) 0.6	13.5	f		f	f	f	f	
6	8.15	f 8.20	f 7.35	5.27	f 1.25	f 11.30	f 7.40	115.4	BARDIN 1.9	12.9	f 6.57	8.44	f 10.25	f 3.02	f 4.03	f 6.49	12.30
7		f	f		f	f	f	117.3	MARINA 2.4	11.0	f		f	f	f	f	
16 P	8.35	f 8.29	f 7.44	5.36	f 1.34	f 11.39	f 7.49	119.7	GIGLING 0.7	8.6	f 6.48	8.35	f 10.16	f 2.53	f 3.54	f 6.40	12.20
12		f	f			f	f	120.4	WORKFIELD 1.7	7.9	f		f	f		f	
5		f	f		f	f	f	122.1	PRATTOO (Spur) 1.2	6.2	f		f	f	f	f	
9	8.50	f 8.36	f 7.51	5.43	f 1.41	f 11.46	f 7.56	123.3	SEASIDE 1.0	5.0	f 6.41	8.28	f 10.09	f 2.46	f 3.47	f 6.33	12.01PM
9								124.3	RETREAT (Spur) 0.6	4.0							
110 P	9.00	s 8.40	s 7.55	s 5.50	s 1.45	s 11.50	s 8.00	124.9	DEL MONTE 0.8	3.4	s 6.37	s 8.23	s 10.05	s 2.42	s 3.43	s 6.29	11.50AM
P	9.25	s 8.43	s 7.58	s 5.58	s 1.48	s 11.53AM	s 8.15	125.7	MONTEREY 0.3	2.6	s 6.34	s 8.15	s 10.00	s 2.39	s 3.40	s 6.25	11.40
							s	126.0	SARD 0.4	2.3		s			s		
7								126.4	ORD 0.5	1.9							
8		f	f		f		f	126.9	HOFFMAN AVE. 1.4	1.4	f		f	f	f	f	
26 19 BKWFTP	9.45AM	s 8.55PM	s 8.10PM	s 6.10PM	s 2.00PM	s 12.03PM	s 8.25AM	128.3	TO-R PACIFIC GROVE 1.6	0.0	6.25AM	7.55AM	9.50AM	2.30PM	3.30PM	6.15PM	11.00AM
8								129.9	ASILOMAR 0.1	1.6							
51								130.0	LAKE MAJELLA (Spur)	1.7							
	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(17.9)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY
	(1.55) 9.34	(0.50) 21.48	(0.50) 21.48	(0.54) 19.88	(0.50) 21.48	(0.48) 22.37	(1.00) 17.90		………………Time over District……………… ………………Average speed per hour…………		(0.45) 23.86	(1.00) 17.90	(0.50) 21.48	(0.45) 23.86	(0.45) 23.86	(0.50) 21.48	(2.05) 8.59

Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 312 is superior to No. 311.

EASTWARD — WESTWARD

Watsonville Jct. and San Luis Obispo Subdiv.

Capacity of sidings in car lengths.	Distance from San Francisco	Time Table No. 118 Oct. 21, 1923 STATIONS	Distance from Spreckels
70 YP	120.3	SPRECKELS JCT 2.5	2.5
	122.8	SPRECKELS	0.0
		(2.5)	

Service performed by extra trains only.

EASTWARD — WESTWARD

San Luis Obispo and Santa Barbara Subdivision.

Capacity of sidings in car lengths.	THIRD CLASS		FIRST CLASS		Distance from San Francisco	Time Table No. 118 Oct. 21, 1923	Distance from Lompoc	FIRST CLASS		THIRD CLASS	
	320	316	174	172				171	173	319	315
	Local Freight	Local Freight	Mixed	Mixed				Mixed	Mixed	Local Freight	Local Freight
	Leave Mon. Wed. Fri.	Leave Mon. Wed. Fri.	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Tues. Thurs. Sat.	Ar. Tues. Thurs.Sat.
87 KWFYP	2.45PM	1.50PM	1.40PM	6.30AM	302.7	TO-R SURF 1.1	9.7	s 6.10AM	s 12.20PM	6.20AM	8.00AM
29			f	f	303.8	BARODA 3.8	8.6	f	f		
21			f	f	307.6	POST 0.5	4.8	f	f		
14			f	f	308.1	GARUS (Spur) 0.2	4.3	f	f		
9			f	f	308.3	LA SALLE (Spur) 1.5	4.1	f	f		
11					309.8	ACORN (Spur) 2.6	2.6				
Term.BKTP	3.15PM	2.20PM	s 2.10PM	s 7.00AM	312.4	TO-R LOMPOC	0.0	5.40AM	11.50AM	5.50AM	7.30AM
	Arrive Mon. Wed. Fri.	Arrive Mon. Wed. Fri.	Arrive Daily	Arrive Daily		(9.7)		Leave Daily	Leave Daily	Leave Tues. Thurs. Sat.	Lv. Tues. Thurs.Sat.
	(0.30) 19.40	(0.30) 19.40	(0.30) 19.40	(0.30) 19.40		….. .Time Over District . . . … Average Speed per Hour		(0.30) 19.40	(0.30) 19.40	(0.30) 19.40	(0.30) 19.40

Westward trains are superior to trains of the same class in the opposite direction.

Water supply at Neponset to be obtained from stand pipe opposite section house and is for emergency use only.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)	Frequency
171-172 173-174	Baroda Pumping Station MP 306.2	Receive or Discharge	Any Station	Any Station	Daily

No. 144 will stop at Hoffman Ave. daily to put off newspapers.

No. 172 will stop at a point ¾ mile west of Post to receive milk.

EASTWARD — WESTWARD

S. F. and Watsonville Jct. Subdiv.

Capacity of sidings in car lengths.	SECOND CLASS 202 Mixed Leave MON. ONLY	Distance from San Francisco	Time Table No. 118 Oct. 21, 1923 STATIONS	Distance from New Almaden
30 W	10.31AM	50.7	TO-R CAMPBELL	13.4
			0.1	
		50.8 54.5	JC. ALMADEN BR.	13.3 9.6
			0.9	
25		55.4	CAMPBELL GRAVEL PIT	8.7
			0.6	
	f 10.38	56.0	L. G. & S. J. ROAD	8.1
			0.7	
44	f 10.42	56.7	UNION AVE. (Spur)	7.4
			2.4	
16	f 10.52	59.1	LE FRANC	5.0
			0.8	
	f 10.56	59.9	THONA	4.2
			1.1	
2		61.0	MERCURY (Spur)	3.1
			1.7	
6	f 11.08	62.7	ALMADEN CROSS'G	1.4
			1.4	
Term.	s 11.15AM	64.1	R NEW ALMADEN	0.0
	Arrive MON. ONLY		(9.7)	

(0.44) ....Time over District............
13.22 ....Average speed per hour........

EASTWARD — WESTWARD

San Francisco and Watsonville Jct. Subdiv.

Capacity of sidings in car lengths.	Distance from San Francisco	Time Table No. 118 Oct. 21, 1923 STATIONS	Distance from New Almaden	FIRST CLASS 201 Mixed Arrive MON. ONLY
44 P 66	55.5	R LICK	7.5	s 12.05PM
		3.4		
11	58.9	ALAMITOS	4.1	f 11.45AM
		0.9		
16 W	59.8	SEALS	3.2	f 11.40
		1.5		
6	61.3	GREYSTONE	1.7	s 11.33
		1.7		
Term.	63.0	R NEW ALMADEN	0.0	11.25AM
		(7.5)		Leave MON. ONLY

......Time over District............ (0.40)
....Average speed per hour.......... 11.25

EASTWARD — San Francisco and Watsonville Jct. Subdivision — WESTWARD

Capacity of sidings in car lengths.	FIRST CLASS 90 San Bruno Passenger Leave Daily EX. SUNDAY	Distance from San Francisco	Time Table No. 118 Oct. 21, 1923 STATIONS		Distance from San Bruno	FIRST CLASS 91 San Francisco Passenger Arrive Daily EX. SUNDAY
BKWFITY P	6.00AM	0.0	TO-R SAN FRANCISCO		13.6	s 7.45AM
			0.9			
I		0.9	W. P. Ry. Crossing		12.7	
			0.3			
		1.2	O. S. Ry. Crossing		12.4	
			0.4			
	6.07	1.6	EIGHTEENTH STREET		12.0	7.38
			1.1			
	s 6.11	2.7	VALENCIA STREET		10.9	s 7.34
			1.3			
14	f 6.16	4.0	BERNAL		9.6	f 7.29
			1.0			
3		5.0	CRESCENT (Spur)		8.6	
			0.2			
43	f 6.19	5.2	ELKTON		8.4	f 7.25
			0.6			
6		5.8	RUP (Spur)		7.8	
			0.5			
9 P	s 6.23	6.3	OCEAN VIEW (Spur)	Double Track	7.3	s 7.21
			1.1			
41	f 6.26	7.4	DALY CITY		6.2	f 7.17
			0.7			
33	f 6.28	8.1	UNION PARK		5.5	f 7.15
			0.4			
21 P	s 6.29	8.5	COLMA		5.1	s 7.13
			0.6			
4	f	9.1	GREENLAWN (Spur)		4.5	f
			0.5			
		9.6	HANNA		4.0	
			0.1			
4	f	9.7	EMANUEL (Spur)		3.9	f
			0.4			
9		10.1	CARROLL (Spur)		3.5	
			0.2			
9	f 6.34	10.3	HOLY CROSS		3.3	f 7.07
			1.1			
11 W	f 6.37	11.4	BADEN (Spur)		2.2	f 7.05
			1.6			
42 40 Y	f 6.40	13.0	TANFORAN		0.6	7.02
			0.6			
18 P	s 6.45AM	13.6	R SAN BRUNO (Spur)		0.0	7.00AM
	Arrive Daily EX. SUNDAY		(13.6)			Leave Daily EX. SUNDAY

(0.45) ....Time over District.............. (0.45)
18.13 ....Average speed per hour.............. 18.13

EASTWARD S. F. and Watsonville Jct. Subdiv. WESTWARD

Capacity of sidings in car lengths.	Distance from San Francisco	Time Table No. 118 Oct. 21, 1923 STATIONS	Distance from So. San Francisco
11 W	11.4	BADEN (Spur)	1.6
		1.6	
Yard	13.0	SO. SAN FRANCISCO	0.0
		(1.6)	

Service performed by extra trains only

EASTWARD S. F. and Watsonville Jct. Subdiv. WESTWARD

Capacity of sidings in car lengths.	Distance from San Francisco	Time Table No. 118 Oct. 21, 1923 STATIONS	Distance from Loma Prieta
10 WY	87.0	TO APTOS	3.4
		1.6	
	88.6	READY (Spur)	1.8
		1.4	
	90.0	MOLINO (Spur)	0.4
		0.4	
	90.4	LOMA PRIETA	0.0
		(3.4)	

Service performed by extra trains only.

ADDITIONAL STOPS—Nos. 90 and 91 on signal at Woodlawn, Eternal Home, Mt. Olivet, Sholim, Cypress Lawn and Judson Ave. No. 91 on signal at School Street, west of Colma, Knowles Avenue, Daly City and at 22nd and Harrison Sts., S.F. No. 91 regular at Florida Street, S. F.

Westward trains are superior to trains of the same class in the opposite direction. Exception: No. 90 is superior to No. 91.

EASTWARD San Francisco and Watsonville Jct. Subdivision WESTWARD

Capacity of sidings in car lengths.	THIRD CLASS	FIRST CLASS								Distance from San Francisco	Time Table No. 118 Oct. 21, 1923	Distance from Santa Cruz	FIRST CLASS							THIRD CLASS
	352	128	94	70	118	80	502	84	116				129	93	69	119	501	121	87	351
	Local Freight	Passenger	Los Gatos Passenger	Santa Cruz Limited	Passenger	Los Gatos Passenger	Passenger (Via Oakland)	Scenic Local Passenger	Passenger				Passenger	San Francisco Passenger	San Francisco Limited	Passenger	Passenger (Via Oakland)	Passenger	Scenic Local Passenger	Local Freight
	Leave TUESDAY, THURSDAY & SATURDAY	Leave Daily	Leave Daily EX.SATURDAY AND SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave SATURDAY ONLY	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY		STATIONS		Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. MON., WED. & FRIDAY
30WYP			6.12PM	4.50PM		2.00PM		9.15AM		31.8	TO-R MAYFIELD 2.2	43.7		s 7.32AM	s8.58AM					
						f				34.0	ALTA MESA 1.7	41.5		f						
47 P			s 6.20	s4.59		s 2.09		s 9.23		35.7	LOS ALTOS 1.8	39.8		s 7.24	s8.48					
			f			f				37.5	SPRINGER ROAD 0.7	38.0		f						
			f			f				38.2	LOYOLA 1.5	37.3		f						
10			f			f				39.7	SIMLA (Spur) 1.3	35.8		f						
28 49	From College Park		f	f		f	Via West San Jose	f 9.31		41.0	MONTA VISTA 2.8	34.5		f	f8.37		Via West San Jose		Via West San Jose	To College Park
12			f	f		f				43.8	AZULE (Spur) 1.4	31.7		f						
10 38			f	f		f		f 9.39		45.2	CONGRESS JCT. 0.9	30.3		f	f					
			f	f		f		f		46.1	SAN TOMAS 0.8	29.4		f	f					
			f	f		f		f		46.9	POLLARD ROAD 0.9	28.6		f	f					
			f	f		f		f 9.43		47.8	QUITO 0.3	27.7		f	f					
P	7.31AM		s 6.46	s5.25		s 2.35	10.55AM	s 9.46		48.1 51.8	R VASONA JCT. 2.5	27.4		s 6.57	s8.25		s 3.15PM		s 7.40PM	1.15PM
64 WP	8.19		s 6.55PM	s5.35		s 2.45PM	s11.04	s 9.56		54.3	TO-R LOS GATOS 1.8	24.9		6.50AM	s8.19		s 3.08		s 7.32	1.05
				f			f	f		56.1	LYNDON 0.9	23.1					f		f	
11	8.45			f5.45			s11.15	s10.06		57.0	TO ALMA 1.5	22.2			f8.10		f 2.57		f 7.24	12.05PM
				f			f			58.5	ALDERCROFT 1.5	20.7								
19	8.55			f5.54			f11.24	f10.15		60.0	EVA 0.3	19.2			8.01		f 2.48		f 7.15	11.45AM
				f			f	f		60.3	CALL OF THE WILD 1.0	18.9			f		f		f	
15 W	9.15			s5.59			s11.32	s10.21		61.3	TO WRIGHT 2.1	17.9			s7.56		s 2.43		s 7.10	11.32
6				f			s	s		63.4	LAUREL 1.4	15.8			f		f		f	
22	9.40			f6.11			s11.44	s10.33		64.8	TO GLENWOOD 1.0	14.4			f7.45		s 2.28		s 7.00	10.33
				f			f	f		65.8	CLEMS 0.4	13.4								
				f						66.2	VIRGINIA 0.4	13.0								
11	10.00			f6.17			f11.50	f10.38		66.6	TANK SIDING 0.8	12.6			f7.39		f 2.19		f 6.52	9.51
5				f			f	f		67.4	ZAYANTE (Spur) 1.2	11.8			f		f		f	
9	10.10			f6.22			f11.56AM	f10.44		68.6	MEEHAN 1.8	10.6			7.33		f 2.12		f 6.46	9.41
52	10.20			f6.27			s12.01PM	s10.49		70.4	OLYMPIA 1.7	8.8			f		f 2.07		s 6.41	9.35
				f			f12.05	f10.53		72.1	MT. HERMON 0.3	7.1			f		f		f	
24 34 WTP	10.30AM 2.10PM	7.50PM		s6.34	2.00PM		s12.16	s10.57	7.25AM	72.4	TO-R FELTON 0.9	6.8	s 6.07AM		s7.22	s 10.50AM	s 2.00	s 4.45PM	s 6.34	9.25
4	2.20	f 7.53		f	s 2.03		s12.19	s11.00	s 7.28	73.3	BIG TREES 2.1	5.9	f		f	s10.45	s 1.54	s 4.40	s 6.20	8.40
24	2.30	f 8.00		f6.43	f 2.10		f12.25	11.06	f 7.35	75.4	RINCON 1.5	3.8	5.57		7.12	f10.38	f 1.48	f 4.33	f 6.13	8.30
		f		f	f		f	f	f	76.9	GOLF LINKS 1.2	2.3				f		f		
12				f						78.1	EBLIS (Spur) 0.3	1.1				f		f		
		f			s				f	78.4	PARK STREET 0.8	0.8	f			f		f		
Term. Yd. BKWFTYP	2.45PM	s 8.15PM		s6.57PM	s 2.25PM		s12.40PM	s11.20AM	s 7.50AM	79.2	TO-R SANTA CRUZ	0.0	5.45AM		7.00AM	10.25AM	1.35PM	4.20PM	6.00PM	8.00AM
	Arrive TUESDAY, THURSDAY & SATURDAY	Arrive Daily	Arrive Daily EX.SATURDAY AND SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive SATURDAY ONLY	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY			(43.7)	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. MON. WED. & FRIDAY
	(3.34)	(0.25)	(0.43)	(2.07)	(0.25)	(0.45)	(1.45)	(2.05)	(0.25)		Time over District		(0.22)	(0.42)	(1.58)	(0.25)	(1.40)	(0.25)	(1.40)	(5.15)
	7.68	16.32	26.23	20.60	16.32	25.04	15.65	20.97	16.32		Average speed per hour		18.54	26.85	22.22	16.32	16.44	16.32	16.44	5.22

Block Signals

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)	Frequency
84-87	Aldercroft	Receive or Discharge	Any Station	Any Station	Saturday and Sunday
93-94 80	Road Crossing 1.4 miles west of Azule	Receive or Discharge	Any Station	Any Station	Daily

EASTWARD San Francisco and Watsonville Jct. Subdivision. WESTWARD

Capacity of sidings in car lengths.	THIRD CLASS		FIRST CLASS					Distance from San Francisco	Time Table No. 118 Oct. 21, 1923	Distance from Watsonville Jct.	FIRST CLASS					THIRD CLASS	
	358	356	126	124	84	122	120				119	123	125	87	127	355	357
	Local Freight	Local Freight	Passenger	Passenger	Scenic Local Passenger	Passenger	Passenger				Passenger	Passenger	Passenger	Scenic Local Passenger	Passenger	Local Freight	Local Freight
	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY
Term. Yard BKWFTYP	4.10PM	12.05PM	6.35PM	3.35PM	11.35AM	9.40AM	8.20AM	79.2	TO-R SANTA CRUZ 0.5	20.0	s 10.23AM	s 11.35AM	s 12.05PM	s 5.50PM	s 8.40PM	8.00AM	1.30PM
			s	s	s	s	s	79.7	CASINO 0.7	19.5	s	s	s	s	s		
5			f 6.38	f 3.38	s 11.38	f 9.43	f 8.23	80.4	SEABRIGHT (Spur) 0.5	18.8	f 10.18	f 11.30	f 11.59AM	s 5.41	f 8.35		
2			f	f	f	f	f	80.9	TWIN LAKES (Spur) 0.8	18.3	f	f	f	f	f		
5			f	f	f	f	f	81.7	DEL MAR (Spur) 1.5	17.5	f	f	f	f	f		
6 34								83.2	OPAL (Spur) 0.7	16.0							
17 P	4.25	12.30	s 6.52	s 3.48	s 11.50	s 9.53	s 8.33	83.9	TO CAPITOLA 1.2	15.3	s 10.08	s 11.20	f 11.50	s 5.32	f 8.25	7.35	1.10
			f	f	f	f	f	85.1	NEW BRIGHTON 1.9	14.1	f	f	f	f	f		
10 WYP$_E$	4.35	1.00	s 6.59	s 3.55	s 11.57AM	s 10.01	s 8.40	87.0	TO APTOS 0.7	12.2	s 10.01	s 11.13	f 11.43	s 5.23	f 8.18	7.25	1.00
5								87.7	FARLEY 2.0	11.5							
8			f	f	f	f	f	89.7	LEONARD (Spur) 0.9	9.5	f	f	f	f	f		
2			f	f	f	f	f	90.6	MANRESA (Spur) 0.2	8.6	f	f	f	f	f		
				f		f	f	90.8	CRISTO 1.7	8.4	f	f		f			
12 P	4.53	1.33	f 7.10	f 4.08	f 12.09PM	f 10.13	f 8.52	92.5	ELLICOTT 3.3	6.7	f 9.47	f 11.02	f 11.32	f 5.12	f 8.07	7.09	12.09PM
32 P	5.05	1.45	f 7.17	f 4.18	f 12.16	f 10.21	f 9.00	95.8	NUGA 2.0	3.4	f 9.40	f 10.55	f 11.25	f 5.05	f 8.00	6.58	11.40AM
	5.15	1.52	s 7.22	s 4.23	s 12.22	s 10.27	s 9.06	97.8	P. V. R. R. Crossing WATSONVILLE 1.4	1.4	s 9.35	s 10.50	s 11.20	s 5.00	s 7.55	6.51	11.31
Term. Yard BKWFTYP	5.25PM	2.00PM	s 7.30PM	s 4.30PM	¶ 12.30PM	s 10.35AM	s 9.15AM	99.2	TO-R WATSONVILLE JCT.	0.0	9.30AM	10.45AM	11.15AM	4.55PM	7.50PM	6.45AM	11.25AM
	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(20.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX.SUNDAY	Leave Daily EX. SUNDAY
	(1.15) 16.00	(1.55) 10.44	(0.55) 21.82	(0.55) 21.82	(0.55) 21.82	(0.55) 21.82	(0.55) 21.82		Time over District Average speed per hour		(0.53) 22.64	(0.50) 24.00	(0.50) 24.00	(0.55) 21.82	(0.50) 24.00	(1.15) 16.00	(1.55) 10.44

EASTWARD San Francisco and Watsonville Jct. Subdivision. WESTWARD

Capacity of sidings in car lengths.	THIRD CLASS	FIRST CLASS					Distance from San Francisco	Time Table No. 118 Oct. 21, 1923	Distance from Boulder Creek	FIRST CLASS					THIRD CLASS
	354	526	524	522	520	518				519	521	523	525	527	353
	Local Freight	Passenger	Passenger	Passenger	Passenger	Passenger				Passenger	Passenger	Passenger	Passenger	Passenger	Local Freight
	Leave TUESDAY, THUR. & SAT.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY		STATIONS		Arrive Daily EX. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive TUESDAY, THURS. & SAT.
36 WTP	11.25AM	6.35PM	4.45PM	12.20PM	11.00AM	6.10AM	72.4	TO-R FELTON 0.3	7.3	s 7.20AM	s 12.10PM	s 1.55PM	s 6.20PM	s 7.50PM	1.40PM
							72.7	OLD FELTON (Spur) 0.7	7.0		f	f			
		f	f	f	f	f	73.4	BONNY BRAE 0.9	6.3	f	f	f	f	f	
		f	f	f	f	f	74.3	BRACKNEY 0.4	5.4	f	f	f	f	f	
3		f	f	f	f	f	74.7	GLEN ARBOR (Spur) 1.2	5.0	f	f	f	f	f	
13		f	f	f	f	f	75.9	NEWELL JCT. (Spur) 0.4	3.8	f	f	f	f	f	
10	11.57AM	s 6.50	s 5.00	s 12.33	s 11.13	s 6.23	76.3	BEN LOMOND 1.0	3.4	s 7.04	s 11.57AM	s 1.42	s 6.04	s 7.34	1.17
		f	f	f	f	f	77.3	PHILLIPSHURST 0.3	2.4	f	f	f	f	f	
8		f	f	f	f	f	77.6	SIESTA (Spur) 0.3	2.1	f	f	f	f	f	
		f	f	f	f	f	77.9	FISH HATCHERY 0.4	1.8	f	f	f	f	f	
8	12.15PM	f 6.59	f 5.09	f 12.40	f 11.20	f 6.30	78.3	BROOKDALE (Spur) 0.5	1.4	f 6.55	f 11.50	f 1.35	f 5.55	f 7.25	12.57
		f	f	f	f	f	78.8	HARRIS 0.3	0.9	f	f	f	f	f	
		f	f	f	f	f	79.1	FILBERT 0.6	0.6	f	f	f	f	f	
Term. WTP	12.25PM	s 7.05PM	s 5.15PM	s 12.45PM	s 11.25AM	s 6.35AM	79.7	TO-R BOULDER CREEK	0.0	6.50AM	11.45AM	1.30PM	5.50PM	7.20PM	12.50PM
	Arrive TUESDAY, THUR. & SAT.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY		(7.3)		Leave Daily EX. SUNDAY	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave TUESDAY, THURS. & SAT.
	(1.00) 7.30	(0.30) 14.60	(0.30) 14.60	(0.25) 17.52	(0.25) 17.52	(0.25) 17.52		Time over District Average speed per hour		(0.30) 14.60	(0.25) 17.52	(0.25) 17.52	(0.30) 14.60	(0.30) 14.60	(0.50) 8.76

Westward trains are superior to trains of the same class in the opposite direction.

EXCEPTIONS: No. 518 is superior to No. 519. No. 520 is superior to No. 521. No. 522 is superior to No. 523. No. 524 is superior to No. 525. No. 526 is superior to No. 527. No. 354 is superior to No. 353.

EASTWARD San Francisco and Watsonville Jct. Subdivision. WESTWARD

Capacity of sidings in car lengths.		THIRD CLASS	SECOND CLASS	FIRST CLASS	Distance from San Francisco	Time Table No. 118 Oct. 21, 1923	Distance from Vasona Junction	FIRST CLASS		THIRD CLASS
		352	202	502				501	87	351
		Local Freight	Mixed	Passenger (Via Oakland)				Passenger (Via Oakland)	Scenic Local Passenger	Local Freight
		Leave TUES. THURS. & SATURDAY	Leave MONDAY ONLY	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive MON., WED., & FRI.
Term. Yard	IP	7.00AM	10.15AM	10.35AM	45.7	R COLLEGE PARK	7.6	s 3.45PM	s 8.05PM	2.25PM
						1.1				
	IP	7.05	s 10.20	s 10.40	46.8	WEST SAN JOSE	6.5	s 3.40	s 8.00	2.20
						0.8				
	I				47.6	W. P. R. R. Crossing	5.7			
						1.3				
34 21		7.10	f 10.25	f	48.9	FOYLE (Spur)	4.4			
						0.8				
4			f	f	49.7	MOULTON (Spur)	3.6			
						1.0				
30 W		7.25	s 10.31AM	s 10.48	50.7	TO-R CAMPBELL	2.6	s 3.21	f 7.45	2.00
						2.2				
6					52.9	VASONA (Spur)	0.4			
						0.4				
	P	7.31AM		s 10.55AM	53.3 51.8	R VASONA JUNCTION	0.0	3.15PM	7.40PM	1.15PM
		Arrive TUES. THURS. & SATURDAY	Arrive MONDAY ONLY	Arrive Daily		(7.6)		Leave Daily	Leave Daily	Leave MON., WED., & FRI.
		(0.31) 14.71	(0.16) 18.75	(0.20) 22.80		........Time over District........ ....Average speed per hour........		(0.30) 15.20	(0.25) 18.24	(1.10) 6.50

EASTWARD San Fran. and Watsonville Jct. Subdiv. WESTWARD

Capacity of sidings in car lengths.	FIRST CLASS		Distance from San Francisco	Time Table No. 118 Oct. 21, 1923	Distance from Tres Pinos	FIRST CLASS	
	206	204				203	205
	Mixed	Mixed				Mixed	Mixed
	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily
P	4.23PM	10.25AM	83.2	R CARNADERO	17.9	s 8.50AM	s 3.35PM
				0.7			
22	f	f	83.9	PLANTEL	17.2	f	f
				1.1			
	f	f	85.0	SAWYER	16.1	f	f
				0.9			
22	f	f	85.9	FEP (Spur)	15.2	f	
				4.4			
9	f 4.35	f 10.40	90.3	HUDNER	10.8	f 8.36	s 3.10
				3.4			
	f	f	93.7	DURI	7.4	f	f
				1.2			
16 WP	s 4.48	s 11.00	94.9	TO HOLLISTER	6.2	s 8.28	s 3.00 12.50
				3.8			
	f	f	98.7	AGATE	2.4	f	f
				2.4			
Term. KTP	s 5.03PM	s 11.20AM	101.1	TO-R TRES PINOS	0.0	8.15AM	12.30PM
	Arrive Daily	Arrive Daily		(17.9)		Leave Daily	Leave Daily
	(0.40) 26.85	(0.55) 19.52		........Time over District........ ....Average speed per hour........		(0.35) 30.61	(3.05) 5.80

EASTWARD San Francisco and Watsonville Jct. Subdivision WESTWARD

Capacity of sidings in car lengths.	THIRD CLASS		FIRST CLASS			Distance from San Francisco	Time Table No. 118 Oct. 21, 1923	Distance from Davenport	FIRST CLASS			THIRD CLASS	
	362	360	406	404	402				401	403	405	359	361
	Local Freight	Local Freight	Passenger	Passenger	Mixed				Passenger	Mixed	Passenger	Local Freight	Local Freight
	Leave Daily Ex. SUNDAY	Leave Daily Ex. SUNDAY	Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily EX. SUNDAY	Arrive Daily EX. SUNDAY
Term. yard BK WFTYP	1.15PM	8.20AM	11.35PM	3.35PM	6.45AM	79.2	TO-R SANTA CRUZ	11.5	s 1.05AM	s 8.15AM	s 5.05PM	10.45AM	3.30PM
							1.9						
43	1.20	8.25	f 11.40	f 3.40	f 6.55	81.1	ORBY	9.6	f 12.58	f 8.08	f 4.58	10.37	3.23
							2.3						
2			f	f	f	83.4	WILDER (Spur)	7.3	f	f	f		
							2.5						
32	1.32	8.37	f 11.47PM	f 3.52	f 7.07	85.9	GORDOLA	4.8	f 12.46	f 7.56	f 4.46	10.26	3.11
							0.2						
3			f	f	f	86.7	MAJORS (Spur)	4.0	f	f	f		
							4.0						
Term. WYP	1.45PM	8.50AM	s 12.05AM	s 4.05PM	s 7.20AM	90.7	R DAVENPORT	0.0	12.35AM	7.45AM	4.35PM	10.15AM	3.00PM
	Arrive Daily EX SUNDAY	Arrive Daily Ex. SUNDAY	Arrive Daily	Arrive Daily	Arrive Daily		(11.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily EX. SUNDAY	Leave Daily EX. SUNDAY
	(0.30) 23.00	(0.30) 23.00	(0.30) 23.00	(0.30) 23.00	(0.35) 19.70		........Time over District........ ....Average speed per hour........		(0.30) 23.00	(0.30) 23.00	(0.30) 23.00	(0.30) 23.00	(0.30) 23.00

ADDITIONAL STOPS

First class trains on signal at Younglove Avenue and California Street, Santa Cruz. At a point opposite dairy building one-half mile west of Wilder Spur. At Laguna Creek, Liddel and Lower Crossing, Davenport.

Westward trains are superior to trains of same class in opposite direction.

Exceptions: No. 402 is superior to No. 403; No. 404 is superior to No. 405; No. 406 is superior to No. 401.
No. 360 is superior to No. 359; No. 362 is superior to No. 361.
No. 204 is superior to No. 205.

SPECIAL INSTRUCTIONS.

THE FOLLOWING APPLICATION AND ADDITIONS ARE MADE TO THE BOOK OF RULES:

RULE 2. The following are designated Watch Inspectors:

S. A. Pope, Supervisor of Time Service, 65 Market Street, San Francisco

San Francisco	Gensler-Lee Jewelry Co., 818 Market Street Kline & Logie, 2048 Mission Street H. W. Copp, 696 Third Street
San Jose	Cheney and Pruett R. Kocher & Son
Salinas	Goodfriend & Traub
Pacific Grove	E. B. Lewis
Gilroy	J. G. McAlpine
San Luis Obispo	R. I. Lawrence & Co.
Watsonville	Herbert Rappe
Santa Barbara	I. F. Bitterly Co.
Santa Cruz	Klein & Trumbley
Lompoc	Walter Zeiche
Los Gatos	E. E. Barnard

RULE 3. At San Francisco, Bayshore, and San Luis Obispo enginemen will compare and register time before leaving roundhouse.

RULE 10 (G). Where there are two or more main tracks, an unattended red signal will not apply to the track on which a train is running if displayed beyond the first rail of an adjoining track.

RULES 17, S-19, D-19. Headlights of all engines, marker lights of trains and lights in occupied passenger cars must be kept burning while passing through tunnels between San Francisco and South San Francisco, Cuesta and Goldtree, and Wright and Santa Cruz.

RULE 33. Crossing flagmen will be on duty at crossings on Ocean View line between 22d and Harrison Streets and Ocean Avenue, San Francisco, and Ocean Avenue and Sickles Avenue, Ocean View, between the hours of 6 A. M. and 7:45 A. M. only. Trains or yard engines via this line during other hours must protect each crossing with flagman passing ahead of train.

RULE 72. When a section of double track is being used as single track under Form *D*-S, westward trains are superior to trains of the same class in the opposite direction.

RULE D-72 AND 73. Trains and yard engines may move between San Francisco and San Bruno via Bayshore irrespective of time-table superiority except that freight trains and yard engines must take every precaution possible to avoid delay to passenger trains.

RULE 83 (A). At the following stations, only trains originating and terminating will register:

Bayshore Yard
San Bruno
Gilroy
Los Gatos
Salinas
San Ardo

Redwood Junction.—Trains originating and terminating and trains via Dumbarton line.

Mayfield.—Trains originating and terminating and trains via Los Altos.

College Park.—Trains originating and terminating and trains via West San Jose. Eastward trains on Campbell line when stopping to register at switch house, must not stop until rear of train is beyond interlocking signal governing this line. Eastward trains going toward Market Street station, when stopping to register at switch house must not stop with more than one car west of switch house.

Lick Campbell	Trains to and from New Almaden line.

Carnadero.—Trains to and from Tres Pinos line.

Del Monte Junction.—Trains originating and terminating, and trains via Gigling.

Surf.—Trains 315 and 316 and trains originating and terminating.

RULE 83 (B). **SANTA BARBARA:** The train-order office is located at the yard office, from and to which point train orders are effective, except those that apply to westward first class trains.

Los Angeles Division train orders held by westward first class trains, including those authorizing the display of green signals, are effective to the passenger station.

Coast Division train orders applying to westward first class trains are effective only from the passenger station.

When conductors or enginmen change at the passenger station, the exchange of all train orders and instructions as required by the third paragraph of Rule 220 will apply.

Rule 14 (K) must be applied between West Santa Barbara and East Santa Barbara when passing opposing trains on the opposite track.

All trains will register at the yard office. First class trains will register at the passenger station, and may register by ticket at the yard office.

Rule 83 (D) will apply at the yard office.

Eastward first class trains may accept the registration of westward first class trains at the passenger station as applying at the yard office.

Visitacion Tower.—Eastward trains originating at Bayshore Yard will obtain train orders and instructions from the crane located at the tower. Westward trains terminating at Bayshore Yard will register by ticket.

San Jose.—Trains 71 and 72 register by ticket.

RULE 83 (C). **Santa Margarita:** All extra trains will register.

RULE 83 (D). Trains must obtain clearance card before leaving San Jose.

Trains must obtain clearance card before leaving Santa Cruz when an operator is on duty.

Eastward trains via Los Altos must obtain clearance card before leaving Mayfield when an operator is on duty.

RULE 93. Yard limits are defined by yard limit signs at the following stations:

SAN FRANCISCO
WATSONVILLE JCT.
REDWOOD JCT.
SAN JOSE
GILROY
SALINAS
SAN ARDO
PASO ROBLES
SAN LUIS OBISPO
SURF
CASMALIA
SANTA BARBARA
FELTON
SANTA CRUZ
PACIFIC GROVE

RULE 95. Western Division trains holding orders to display signals to College Park will continue to do so to San Jose, and when holding orders to display signals from College Park, will display them from San Jose.

RULE D-97 (A). On double track between Third Street, San Francisco, and San Jose via Bayshore, trains may run extra moving with the current of traffic without running orders.

RULE 98. RAILROAD CROSSINGS NOT INTERLOCKED:

Watsonville	Pajaro Valley Consolidated R'y.
Nashua	Pajaro Valley Consolidated R'y.

RULE 103 (A). All moves across highway, while working E. B. & A. L. Stone Co.'s spur at Coyote, and Shell Oil Co.'s spur at King City, must be protected by man on crossing.

RULE D-152. Cross-overs are located at following stations between San Francisco and San Jose:

San Francisco (located 100 feet west of west portal Tunnel No. 3), South San Francisco, Tanforan Wye, San Bruno, Aqua, Millbrae, Broadway, Burlingame, San Mateo, Belmont, San Carlos, Redwood City, Redwood Jct., (located 100 feet east of east switch leading to Dumbarton Wye), Atherton, Menlo Park, Palo Alto, Mayfield, Mountain View, Sunnyvale, Lawrence, Santa Clara.

Mayfield.—Crossing over from Los Gatos line to westward main track, trainmen will throw switches as follows: First, house track, second No. 3, third No. 4, then No. 2, which is facing point switch in eastward main track.

Tanforan Wye.—Cross-over is located between eastward signal 102, and westward signal 111, and switches are numbered as follows:

No. 1.	Initial switch in the drill or third track.
No. 2.	Opposite end of same cross-over.
No. 3.	Initial switch in eastward to westward main tracks.
No. 4.	Opposite end of same cross-over.

When passing from third track to eastward or westward main track switches should be thrown in the following order: No. 1, No. 3, No. 2, No. 4, to insure signal protection.

After move is made switches may be lined to normal position in most convenient manner.

RULE 221. That portion of Rule 221 reading "Train-order office hours will be shown in the time-table" is cancelled.

When a train-order signal indicates proceed in both directions by day, and in addition the light indicates proceed by night, the office will be considered a closed train-order office.

RULE 516. Overlap posts are painted white at the top, black at the base and stand about six feet high.

Overlaps are located at:

Nova Hathaway	Affecting eastward trains.
Tennant Miller	Affecting westward trains.
Logan Casmalia (west siding)	Affecting eastward and westward trains.

RULE 820. Enginemen who have had less than 610 days' actual experience as enginemen in freight service and less than 60 days' experience on the division must not be used in passenger service.

When enginemen with less than 610 days' experience and less than 60 days' service on the district and firemen of less than one year's experience stand to help or double-head a passenger train, they must handle the engine next to train, the experienced men to handle the leading engine.

RULE 835. Between San Francisco and South San Francisco employes riding on top of closed cars should take a position on running board or to side next to adjoining track and must not ride on side of cars between these points. Employes in suburban and city limits must guard against coming in contact with overhead trolleys and other wires or their connections.

RULES 844-866. Special attention must be given at San Mateo, Redwood City, Gilroy and Watsonville and cars must not be left standing in streets at these points.

AUTOMATIC BLOCK SYSTEM

When westward trains are to meet or wait for an opposing train at Carnadero, they will stop east of Signal No. 833.

Distant Signal No. 933 governing westward trains at Logan is located on left side of track.

When trains are stopped by Automatic Block Signals 1001 or 1002, Watsonville Junction Yard, and track is known to be clear or on a signal from yardman, may proceed with caution not exceeding six (6) miles per hour to the next home signal.

When trains are stopped by Automatic Block Signal 1184, Salinas Yard, if track is known to be clear, may proceed with caution not exceeding six (6) miles per hour to the passenger station, or when stopped by Signal 1185, if track is known to be clear, may proceed with caution not exceeding six (6) miles per hour to the next home signal.

When trains are stopped by Automatic Block Signals 2524 or 2525, San Luis Obispo Yard, and track is known to be clear, or on a signal from yardman, may proceed with caution not exceeding six (6) miles per hour to next home signal.

Home Signal No. 2525 governing westward trains, San Luis Obispo, is located on left side of track.

Signal No. 3686 at West Santa Barbara will not assume proceed position until the switch has been lined for eastward main track.

The normal position of Signal 516 at Vasona Junction is "stop" and will assume proceed position after junction switch has been lined for Los Altos, Los Gatos line. The normal position of Signal 518 is "proceed" and will assume stop position when the switch has been lined for the same route.

INTERLOCKING

When working or moving within interlocking limits trains and engines must be governed by fixed signals and move far enough beyond to receive signal for movement in opposite direction.

One short and two long (o ——— ———) blasts of whistle is signal for Coast Division main track.

FOURTH STREET—San Francisco

Limits extend from point where main tracks intersect King Street to Terminal Station and include main tracks and ladders and certain switches adjacent.

All moves within these limits will be governed by dwarf signals (home signals are not semi-automatic), each signal over route train is using good only to next signal. Movement must be made with caution and position of switches observed as such signals govern movements for various routes.

Trains or engines coming from train sheds at passenger station may proceed to first signal eastward from train shed.

When one blast of air whistle located at tower is sounded all trains and engines within limits of plant must stop.

When a train is ready to depart the Conductor will push a button on the same side of post in train shed as the starting light for their train is on.

As detector circuits control switches, cars or engines must not be left standing on them.

The tracks and switches within this plant are numbered and in arranging between yardmen and signalmen for movements, track, or switch numbers, or both should be used so a clear understanding will be had. All instructions over telephone must be carefully given and repeated.

POTRERO—San Francisco

Limits extend from high two-arm home and distant signal 550 feet east of east portal of Tunnel No. 1, on westward main track, to dwarf two-arm home and distant signal 600 feet west of tower on eastward main track, including main tracks, yard and roundhouse leads and certain switches adjacent.

All movements within these limits will be governed by dwarf signals, except westward movement on westward main track through Tunnel No. 1; which movement will be governed by high two-arm home and distant signal 550 feet east of east portal of Tunnel No. 1; this signal good only through Tunnel No. 1 to dwarf two-arm home and distant signal 210 feet west of west portal of Tunnel No. 1. Westward trains and yard engines moving through Tunnel No. 1 must be prepared to stop at this dwarf signal.

If westward trains or engines are stopped at interlocking signal 550 feet east of east portal of Tunnel No. 1 they will call signalman on telephone, located in shelter shed at 23d Avenue. When authorized by signalman, they may move through the tunnel preceded by a flagman.

Whistle signals governing routes as follows:

For Mission Bay Yard, one long, one short (——— o).
For Roundhouse, three short, one long, one short (o o o ——— o).
For Track No. 2, one long, two short, one long (——— o o ———).
For Track No. 3, one short, one long, two short (o ——— o o).
For track adjacent and parallel to eastward main track — two short, one long, two short (o o ——— o o).

To facilitate movement, engines and drags when ready to leave San Francisco for Bayshore, will use following whistle signals:

For outbound yard, Bayshore — one long, one short, one long, one short (——— o ——— o).
For inbound yard, Bayshore — two short, one long, one short (o o ——— o).
For movement into yard, Bayshore, through either 5 or 7 switch just east of westward cross-over which is 300 feet east of Bayshore station — one short, two long, one short (o ——— ——— o).

Signalman Potrero Tower will notify signalman Bayshore Tower where engines and drags desire to go on their arrival at Bayshore.

BAYSHORE

Limits extend from high three-arm home and distant signal 400 feet east of east portal Tunnel No. 4, on eastward main track to high two-arm home and distant signal 1850 feet east of east portal Tunnel No. 4 on westward main track, including main tracks, yard leads and certain switches adjacent.

High three-arm home and distant signal 400 feet east of Tunnel No. 4, top arm good for eastward main track, middle arm is distant signal for eastward main track lower or short arm good eastward for other routes. High two-arm home and distant signal 1850 feet east of east portal Tunnel No. 4 good for westward main track.

Other movements governed by dwarf signals.

Whistle signals governing routes as follows:

For outbound yard, one long, one short, one long, one short(——— o ——— o).
For inbound yard, two short, one long, one short (o o ——— o).
For movement into yard through either 5 or 7 switch located just east of westward cross-over 300 feet east of Bayshore station.................. one short, two long, one short (o ——— ——— o).
For car repair yard, two short, one long, two short (o o ——— o o).
For drill Track No. 1, three short, one long, one short (o o o ——— o).
For drill Track No. 2, one long, two short, one long (——— o o ———).

To facilitate movement, engines and drags when ready to leave for San Francisco, will use following whistle signals:

For Mission Bay yard, one long, one short (——— o).
For Track No. 2, one long, two short, one long (——— o o ———).
For Track No. 3, one short, one long, two short (o ——— o o).

Signalman Bayshore Tower will notify signalman Potrero Tower where engines and drags leaving Bayshore desire to go on their arrival at San Francisco.

VISITACION TOWER

The limits extend from dwarf signal 935 feet east of tower on eastward main track to signal bridge 780 feet west of tower, including main tracks, yard leads, and certain switches adjacent.

Movement of westward trains on westward main tracks will be governed by home and distant signal on high mast 440 feet east of tower, other routes by lower or short arm.

Movement of eastward trains on eastward main track will be governed by home and distant signal on signal bridge; movement against current of traffic by lower or short arm.

Other movements governed by dwarf signals.

Signal 420 feet west of tower on inbound yard lead for movement out of yard is not operative. Whenever necessary to make this move it must be under flag protection only, after receiving signal from signalman as per Rule 628.

Westward trains and yard engines for Bayshore yard must use inbound lead. Eastward trains and yard engines from Bayshore yard must use outbound lead.

Whistle signals governing routes as follows:

For Bayshore Yard, one long, one short (——— o).
For Tunnel No. 5 Spur, three short, one long, one short (o o o ——— o).

NINTH AND DIVISION STREETS—San Francisco

Limits on Coast Division tracks extend from dwarf signal 250 feet west of tower to high one-arm signal 600 feet east of tower, including main track and certain switches adjacent.

Eastward trains governed by dwarf signal 250 feet west of tower.

Westward trains governed by one-arm signal 600 feet east of tower; this signal governs two-arm signal 40 feet east of tower.

Two-arm signal 40 feet east of tower; upper arm for movement westward on main track; lower arm other routes.

Other movements governed by dwarf signals.

Interlocking signals govern only through interlocking limits.

Whistle signals governing routes as follows:

For Chemical Works, three short, one long, one short (o o o ——— o).
For Upper Stone yard, two short, one long, two short (o o ——— o o).
For Lower Stone yard, one short, one long, two short (o ——— o o).
Portland Cement Co.'s track.... one short, two long, one short (o ——— ——— o).
For Dunham, Carrigan and Hayden Spur... one long, one short, one long, one short(——— o ——— o).
For old eastward track, one long, one short (——— o).

COLLEGE PARK

Limits extend from signal bridge 1200 feet west of tower to three-arm signal 700 feet east of tower on westward main track, including main tracks and certain switches adjacent.

Eastward trains governed by signals on bridge 1200 feet west of tower. The signal posts on bridge are placed over track on which trains approach.

Upper arm good eastward on main track to two-arm post 250 feet east of tower; lower or short arm good eastward for other routes.

Two-arm post 250 feet east of tower, upper arm good for eastward main track to San Jose; lower arm good to Campbell line.

Westward trains from San Jose governed by three-arm signal 700 feet east of tower; upper arm for main track to San Francisco; middle arm for Newark line, and lower arm good for other routes.

Westward trains Campbell line governed by dwarf signal 500 feet east of tower.

Trains from San Jose freight yard governed by dwarf signal 10 feet east of crossover switch.

Other movements governed by dwarf signals.

Whistle signals governing routes as follows:

For Newark or Campbell line, two short, one long, two short (o o ——— o o).
For San Jose freight yard, one long, one short (——— o).
For Santa Cruz drill track... one long, one short, one long, one short (——— o ——— o).
For Santa Clara, three short, one long, one short (o o o ——— o).

SAN JOSE—(Coast Division)

Limits extend from dwarf signals just west of First Street to high one-arm signal at Fourth Street, including main tracks and certain switches adjacent.

Signalman will not change signals to proceed for westward Coast Division main track trains while westward track in station is occupied by a train.

Two-arm signal 150 feet west of tower, upper arm governs movement of eastward trains, main track; lower arm governs movement to spur at Third Street.

One-arm signal at Fourth Street governs movement westward trains to two-arm signal at Third Street.

Upper arm at Third Street signal governs movement westward trains, westward main track; lower arm governs movement westward trains through cross-over to dwarf signal or to eastward main track.

Three-arm signal between First and Second streets, upper arm to Western Division main track, middle arm Coast Division main track, lower arm other routes.

Dwarf signals govern movement of eastward trains from track three or from freight yard to main track.

Whistle signals governing routes as follows:

For Coast Division trains to Freight Yards, one long, one short (——— o).
For Shed track, one short, two long, one short (o ——— ——— o).
For Eastward main track, one long, two short, one long (——— o o ———).

SAN JOSE—(Western Division)

Limits extend from dwarf signals just west of First Street to high two-arm signal at Third Street, including main track and certain switches adjacent.

Two-arm signal at Third Street, upper arm governs movement of eastward trains to dwarf signal; lower arm governs movement to spur between First and Second streets.

Dwarf signal governs movement of westward trains from freight yard or track three to Niles line.

Other movements governed by dwarf signals.

Whistle signals governing routes as follows:

For Western Division trains for Freight Yard, one long, one short (——— o).
For San Jose Yard to Niles line, two short, one long, two short (o o ——— o o).
For Borchers Spur, three short, one long, one short (o o o ——— o).

WEST SAN JOSE

Limits extend from high one-arm signal 486 feet west of tower to high one-arm signal 604 feet east of tower, including main track and sidings parallel and adjacent to main track.

Movement of eastward trains on main track will be governed by high one-arm signal 486 feet west of tower. Movement of westward trains on main track will be governed by high one-arm signal 604 feet east of tower.

Movements on sidings governed by dwarf signals.

VALBRICK

Limits extend from high two-arm signal 730 feet west of tower to high three-arm signal 1000 feet east of tower, including main track and siding.

Movement eastward main track governed by home and distant signal (high mast) 730 feet west of tower.

Movement westward main track governed by home and distant signal (high mast) 1000 feet east of tower, short arm on this mast good to Valbrick Siding.

Other movements Valbrick siding governed by dwarf signals.

Whistle signals governing routes as follows:

For Valbrick Siding, one long, one short (——— o).

HADLEY TOWER

Note interlocking rules, especially those concerning semi-automatic signals.

SPEED RESTRICTIONS

MAXIMUM SPEED OF ANY PASSENGER TRAIN AT ANY POINT MUST NOT EXCEED 50 MILES PER HOUR.

MAXIMUM SPEED OF ANY FREIGHT OR MIXED TRAIN AT ANY POINT MUST NOT EXCEED 35 MILES PER HOUR.

NO PASSENGER TRAIN SHALL EXCEED A SPEED OF 40 MILES PER HOUR AROUND CURVES OF 5 TO 6 DEG., AND 30 MILES PER HOUR AROUND CURVES OF OVER 6 DEG.

NO FREIGHT OR MIXED TRAIN SHALL EXCEED A SPEED OF 30 MILES PER HOUR AROUND CURVES OF 5 TO 6 DEG., AND 25 MILES PER HOUR AROUND CURVES OF OVER 6 DEG.

Consolidated and Mikado engines (57-inch drivers), when used in passenger service must not exceed a maximum speed of 45 miles per hour.

Engines of the 2-10-2 type (numbered 3653 and up) must not be used in passenger service.

Trains and engines must not exceed 10 miles per hour when using cross-overs, turn-outs and on sidings, and must run with caution through interlocking plants.

Relief trains with steam derricks must not exceed 25 miles per hour and will be governed by other speed restrictions.

Trains must not exceed six (6) miles per hour around curves on New Almaden line.

Passenger trains between San Luis Obispo and Santa Margarita, in both directions, will use a minimum of 40 minutes running time.

Trains must not exceed 15 miles per hour in and for a distance of 1000 feet east of east switch San Luis Obispo yard.

SPEED OF TRAINS REGULATED BY ORDINANCE THROUGH CITY LIMITS:

	Miles per Hour:
Redwood City	45
Palo Alto (over University Ave. to and over Lytton Ave.)	20
San Jose, Gilroy, Santa Cruz, Watsonville	20
Hollister	15
Salinas	25

Trains must not exceed the speed in miles per hour as shown below. This does not authorize exceeding other specified speed restrictions.

Pages	BETWEEN	Passenger	Freight or Mixed	Engines (with or without train) Backing	Engines Running Light
2-3-4-5	San Francisco, Third St. Sta.—East Portal Tunnel No. 1,–1.8 miles	25	25	15	25
2-3-4-5	East Portal Tunnel No. 1,-South San Francisco	45	20	20	35
2-3-4-5-6-7-8-9-10	South San Francisco-Santa Margarita	50	35	20	35
10	Santa Margarita-Goldtree	30	18	15	22
10	Goldtree-San Luis Obispo	40	18	15	22
11-12	San Luis Obispo-Santa Barbara	50	35	20	35
15	Mayfield-Vasona Junction	40	30	20	30
17	College Park-Vasona Junction	40	30	20	30
15	Vasona Junction-Los Gatos	30	18	15	25
15	Los Gatos-Eva	20	15	10	20
15	Eva-Eblis	25	18	15	25
16	Santa Cruz-Watsonville Jct.	30	25	15	25
17	Davenport-Santa Cruz	30	30	20	25
16	Boulder Creek-Felton	20	12	8	12
17	Carnadero-Hollister	40	30	20	30
17	Hollister-Tres Pinos	30	18	15	25
13	Del Monte Jct.-Monterey	30	18	15	25
13	Monterey-Pacific Grove	25	18	15	20
13	Pacific Grove-Asilomar	15	15	10	15
13	Surf-Lompoc	30	20	15	25
14	Valencia St.-San Bruno, via Tanforan	30	18	12	20
14	Lick-New Almaden-Campbell	15	15	8	15
13	Spreckels Jct.-Spreckels	..	15	8	15

SPEED TABLE

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2.0	40	1.30	50	1.12

MAXIMUM SPEED FOR WHICH ENGINES ARE COUNTERBALANCED

All engines with the following exceptions are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels.

Class of Engine	Engine Numbers	Max. speed in Miles per Hour	Maximum Wheel Pressure
A-1	3000 to 3009	63	45120 lbs.
MC-1	4000 and 4001	53	42760 "
MC-2	4002 to 4016	53	42760 "
MC-4	4017 to 4028	53	43130 "
MC-6	4029 to 4043	53	43230 "
MC-6	4044 to 4048	53	42680 "
MK-2	3200 to 3202, 3205, 3206, 3210, 3211	49	46140 "
MK-4	3216 to 3230, 3232 to 3235	49	45560 "
F1	3600 to 3652	63	44800 "
MM-2	4200 to 4211	56	46300 "
T-6	2187, 2190, 2194, 2200, 2203, 2204, 2205	50	22740 "
T-6	2197, 2208	45	24110 "
T-28	2311 to 2314, 2316, 2317, 2320, 2323, 2325, 2327, 2328, 2330, 2342, 2343, 2352	54	46220 "
TW-2	2946, 2948 to 2953	43	25860 "
TW-4	2926 to 2931	44	26000 "

The above table is for the information of enginemen, and must not be considered to in any way authorize exceeding speed restrictions.

MISCELLANEOUS

1. All available retainers on passenger and freight trains will be used as follows: Eastward trains from Summit, between San Luis Obispo and Santa Margarita, to west switch at Hathaway and westward trains from Summit to distant block signal, east of Santa Margarita.

2. Passenger trains, westward, will not exceed a speed of 20 miles per hour from Summit to west switch Cuesta, and eastward from Summit to west portal Tunnel No. 8 in order to get retainers in operation before any great distance is covered.

3. Eastward freight trains will reduce speed to ten miles per hour, from a point one-half mile west of west switch, to east switch Hathaway, and westward freight trains from distant signal, east of Santa Margarita to Santa Margarita, to give trainmen an opportunity to turn down retainers.

4. Retainers will be used at other points and under conditions where in the judgment of trainmen and enginemen it is deemed necessary.

5. Where retainers are used the rate of speed of freight trains on any grade of over one per cent (1%) will not exceed 25 miles per hour, and on grades of this character, MORE THAN FIVE MILES LONG, FOR THE FIRST FIVE MILES THE TIME CONSUMED IN TRAVELING ANY ONE MILE SHALL NOT BE LESS THAN THREE MINUTES. This will not be authority to exceed specified speed restrictions.

6. Passenger trains originating at points where car inspectors are not employed will make air brake test as prescribed by Air Brake Rules Nos. 13 and 16, and will make the rear end brake test at turning points, as prescribed by Air Brake Rule No. 17.

7. Freight and mixed trains originating at points where car inspectors are not employed will make air brake test as prescribed by Air Brake Rule No. 11, and will make the rear end brake test at turning points as prescribed by Air Brake Rule No. 17. Rule 17 applies to yard drags between Bayshore and San Francisco.

8. All trains will make rear end brake test at Santa Margarita and Glenwood, as prescribed by Air Brake Rule No. 17.

9. Running test to be made by passenger trains immediately after passing summit in Tunnel 6 between Cuesta and Thyle. See Air Brake Rules 15 and 16.

10. To avoid the possibility of sliding wheels when making a running test it must not be made at San Francisco until rear of train has passed Fourth Street. At San Jose, (both tracks) until rear of train has passed water tanks. At Watsonville Junction and Santa Margarita until rear of train has passed water columns. At San Luis Obispo until rear of train has passed point where engines stand on train. At other points, if test is required where rails may be made slippery due to oil and water from "standing engines," it must not be made until rear of train has passed such point.

11. Eastward freight trains stop at Chorro 10 minutes or more to permit heat to radiate to center of wheels and for trainmen to inspect wheels and running gear. Trains delayed at Serrano 10 minutes or more will make inspection at that point and omit stop at Chorro. Engines running light will make the same stops, but for 5 minutes only.

12. Conductors will show on delay reports where inspections are made and the time consumed in doing so.

STAFF RULES

20. The train staff system is in operation between Wright and Glenwood, but is only used as an additional precaution and in no way suspends the requirements of rules, train-order, or time-table rights governing the operation of trains outside of Staff System limits.

21. When an operator is on duty trains will obtain a staff and must not pass the train-order signal without having same in their possession.

22. When offices are closed trains may move without possession of staff, but will register at both stations.

23. If communication with Train Dispatcher is cut off, trains may proceed on authority of staff alone, when necessary to avoid delay.

SAN FRANCISCO-SAN JOSE—Including Ocean View Line

25. When moving stock from Bayshore to Union Stock Yard and Miller and Lux Yard, after ascertaining from Yardmaster if any sections or extra passenger trains due, it will be handled from westward main track through switch located 300 feet west of west portal Tunnel No. 3 and following rules will govern the movements:

INBOUND: Cars may be handled. Flagman will comply with Rule 99, placing two torpedoes on westward track one-fourth mile east of Signal No. 39 and take a position at Signal No. 39 where he will place one torpedo. When clear of main track and switches and derail in normal position, foreman will advise flagman at Signal No. 39 by telephone, when the one torpedo may be removed.

OUTBOUND: Cars must not be handled. When engine foreman is ready to make the movement, he will, after having eastward track protected as per Rule 99, (never omitting to place torpedoes) call flagman at Signal No. 39 on telephone, who will protect westward track in the same manner as for inbound movement as required by Rule 99. Then derail will be lined first, then eastward main track switch for cross-over, next westward main track switch for cross-over and last, stock track switch to main track. After engine has crossed over, switches must be lined in normal position, lining eastward main track switch to cross-over last. When cross-over movement has been completed and switches normal, foreman will advise flagman at Signal No. 39, who will then remove all torpedoes from westward main track.

On double indicator, located near derail on stock track, eastward indicator will indicate "block occupied" after a westward train has passed the center of Tunnel No. 4 and remain so until the train has passed Signal No. 31 at the east end of viaduct at 14th Avenue. Westward indicator will indicate "block occupied" after an eastward train has passed Signal No. 26 near the center of viaduct and remain so until the train has passed Signal No. 38 located 500 feet east of east portal of Tunnel No. 3.

None of the switches above referred to must be changed from the normal position if one or both indicators indicate "block occupied"

If one or both of the indicators are out of order and continuously indicate "block occupied," it must first be ascertained that no trains are in the block before lining switches for cross-over and before commencing the cross-over movement, that signals controlling movement on both tracks indicate "stop". The necessary information concerning signals on westward track to be obtained from flagman at Signal No. 39, and on eastward track by noting position of the signal.

When Santa Fe are operating tracks in this vicinity, Southern Pacific must make all movements to Stock Yards under flag protection.

26. Normal position of east switch at Bernal will be for siding. Trains and engines using Ocean View line must stop and line up for route to be used.

27. At Redwood Junction trains on Dumbarton line only and at Santa Clara and College Park trains on Western Division tracks, when calling in flagmen from the west, will sound four long and one short (—— —— —— —— o) blasts of the whistle and when calling in flagman from the east will sound six long (—— —— —— —— —— ——) blasts of the whistle. This exception in order to avoid confusion between trains on Coast and Western Divisions.

28. Westward trains arriving at Redwood Junction during early morning hours when it will be impossible for them to leave on account of morning passenger trains, will stop east of the Middlefield road crossing in order that local crew will not be delayed in switching spurs leading off of Western Division main track.

29. Westward Coast Division trains stopping at College Park station must not stop until rear of train is opposite shelter shed.

SAN JOSE-WATSONVILLE JUNCTION

35. Chittenden. Track nearest County Road and parallel thereto is the property of the California Central Railroad. Track between that track and Southern Pacific Company main track, is used as an interchange track between the two companies and is accessible from Southern Pacific Company main track at east end. Southern Pacific Company engines must not use tracks of California Central Railroad.

36. Granite Rock Company will do the switching within switches at Logan; Southern Pacific Company trains will protect.

37. Unless otherwise directed by yardmaster, Watsonville Junction, eastward passenger trains will take siding on what is known as the middle track, initial switch at Signal 1002 and eastward freight trains will use middle track from Signal 1002.

WATSONVILLE JUNCTION-SAN LUIS OBISPO

45. Unless otherwise directed by yardmaster, Watsonville Junction, westward passenger trains will hold main track to Signal 1001. Westward freight trains will use main track to Signal 1001 located just east of freight yard lead.

46. Eastward passenger trains, stopping at Del Monte Junction, will pull far enough east so the rear car will clear at the west switch of siding. This to permit a westward train to pull out while eastward train is standing at the station.

47. Extreme west switch at Del Monte Junction will be the junction switch for Del Monte Junction-Pacific Grove line.

48. When westward trains are to hold the main track and cut out helpers at Santa Margarita, they will stop with "cut in engines" clear of the east switch of siding. Helper on the head end will remain coupled with road engine until head end is re-coupled to rear portion of train, then cut off and go to house track through link.

When necessary to take siding and there is sufficient time, make the same stop. The head end will pull in on siding until "cut in engines" are clear then back to a coupling, when helper on head end will cut off and go to main track through link.

When necessary to take siding and not sufficient time to cut out helper engines, all engines will remain in train until into clear. Then when there is sufficient time to do so, back up to clear the link switch between siding and main track. After "cut in engines" have cut out and cleared head end will back to coupling when helper on head end will cut off and clear.

49. Engines on eastward trains, when equipped with Vanderbilt tanks, will take a full tank of water at Santa Margarita.

50. The tonnage of freight trains between summit in Tunnel 6 (located between Cuesta and Thyle) and San Luis Obispo or Santa Margarita must not exceed 115 M's per operative brake.

SAN LUIS OBISPO—SANTA BARBARA

56. The normal position of west wye switch in siding at Casmalia will be for the wye, and the switch leading to the A. O. Co.'s spurs to be left lined for the west leg of wye.

57. Trains taking siding at Casmalia will use siding on opposite side of main track from station building unless otherwise directed.

58. Narlon spur takes off of Narlon house track and is 4.0 miles long. A spur of 19 car capacity known as Marshall is 2.3 miles from Narlon and a spur of 25 car capacity known as Graham, is 4.0 miles from Narlon. These are industry tracks used during harvest season to handle beets.

MAYFIELD-WEST SAN JOSE-WATSONVILLE JUNCTION—via Santa Cruz

65. The normal position of junction switch at Vasona Junction is for the Campbell-Los Gatos line.

66. The tonnage of freight trains between Glenwood and Los Gatos and Glenwood and Eblis must not exceed 115 M's per operative brake.

67. Switch at Felton must be left lined, making track from Vasona Junction to Santa Cruz the continuous main track.

68. Enginemen of eastward trains will sound crossing whistle just before entering Tunnel No. 6 west of Santa Cruz.

69. The normal position of switch located 150 feet west of overhead wagon bridge at east end of Santa Cruz Yard will be for siding, where all westward trains will enter yard.

70. 1400, 1500, 2400 or 3000 class engines must not be used between Vasona Junction and Santa Cruz.

DEL MONTE JUNCTION-LAKE MAJELLA

75. Bay Development Company will do the switching at Lapis, S. P. Co. trains using this spur must protect.

APTOS-LOMA PRIETA

85. Tank cars of over 8,000 gallons capacity must not be accepted for movement between Aptos and Loma Prieta.

86. Trains going into Loma Prieta will sound one long blast of whistle before entering Loma Prieta Lumber Company's Yard as a warning to Lumber Company's employees.

FELTON-BOULDER CREEK

90. Switch located 600 feet east of Felton station on the Boulder Creek line siding will be the junction switch for the Felton-Boulder Creek line.

CAMPBELL-NEW ALMADEN-LICK

95. Wooden frame tank cars of 10,500 gallons capacity must not be accepted for movement between Campbell and New Almaden, nor tank cars of over 8,000 gallons capacity for movement between Lick and New Almaden.

96. Southern Pacific Company's trains and Los Gatos and San Jose Interurban Ry. Co.'s cars will use Southern Pacific Company's track jointly from junction Almaden line to L. G. and S. J. road. Normal position of switches at junction points will be for the L. G. & S. J. line.

Southern Pacific train No. 202 has right over interurban cars but must stop before entering and must not exceed a speed of ten (10) miles per hour over joint track. Other Southern Pacific trains will stop before entering joint track. Immediately send a flagman ahead, wait at least five (5) minutes after he has started, then follow, keeping at least one-fourth mile behind him until he reaches end of joint track. All trains must protect rear as prescribed by Rule 99.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE

M. P.	East of	West of	Description	Height	Side Clearance
1.3	San Francisco	Bayshore	Mariposa St. Bridge	21.8′	See Note 1
1.3	"	"	A. T. & S. F. R. R. Crossing	21.6′	....
1.5	"	"	Tunnel 1	21.9′	7.0′
1.7	"	"	22nd Street Crossing	21.3′	See Note 2
1.9	"	"	23rd Street Crossing	21.3′	See Note 3
2.0	"	"	Tunnel No. 2	21.9′	7.0′
3.1	"	"	15th Avenue So.	21.0′	See Note 4
3.4	"	"	Tunnel 3	21.9′	7.0′
4.2	"	"	Paul Ave.	21.1′	See Note 5
4.6	"	"	Tunnel 4	21.4′	6.4′
7.7	Bayshore	So. San Francisco	" 5	21.9′	6.9′
29.7	Menlo Park	Palo Alto	San Francisquito Creek Br.	21.8′	7.5′
46.9	San Jose	Passenger Station	Station Building	20.1′	....
120.5	Spreckels Jct.	Spence	P. V. C. R. R. Crossing	21.5′	....
200.6	Bradley	Nacimiento	Salinas River Bridge	....	7.6′
222.0	Templeton	Asuncion	Road Crossing	20.6′	8.3
239.6	Cuesta	Thyle	Tunnel 6	18.8′	6.7′
240.2	Thyle	Serrano	" 7	18.7′	6.1′
240.6	"	"	" 8	19.1′	6.3′
240.9	"	"	" 9	18.9′	6.2′
241.7	"	"	" 10	18.0′	6.4′
245.8	Serrano	Chorro	" 11	18.8′	6.2′
251.1	Hathaway	San Luis Obispo	Road Crossing	....	7.6′
251.2	"	"	"	21.6′	7.6′
251.8	"	"	"	21.6′	7.9′
261.4	Tiber	Pizmo	Villa Creek, 2nd Crossing	....	8.2′
275.4	Bromela	Guadalupe	Santa Maria Bridge	20.1′	7.0′
279.5	Guadalupe	Waldorf	Road Crossing	....	8.3′
301.9	Ajax	Surf	Santa Ynez River Bridge	21.7′	7.3′
318.3	Sudden	Jalama	Tunnel 12	19.2′	7.7′
334.4	Drake	Sacate	" 13	19.2′	7.7′
335.0	Sacate	Gaviota	Overhead Bridge	....	8.0′
358.2	Vilo	Ellwood	" Crossing	....	8.1′
368.0	Hope Ranch	Santa Barbara	" Bridge	....	7.9′
SAN FRANCISCO—SAN BRUNO Via OCEAN VIEW					
3.0	Valencia Street	Bernal	Dolores Street Bridge	19.1′	7.0′
3.6	Bernal	Elkton	Spring Valley Pipe Crossing	21.3′	....
3.7	Bernal	Elkton	St. Charles St. Crossing	21.4′	....
5.6	Elkton	Rup	Road Crossing	....	7.4′
5.7	"	"	Mt. Vernon Ave. Crossing	20.3′	8.4′
VASONA JUNCTION—SANTA CRUZ					
32.4	Mayfield	Congress Jct.	Trolley Poles	....	7.5′
45.3	"	" "	" "	....	7.5′
62.0	Wright	Laurel	Tunnel 1	19.9′	7.1′
64.0	Laurel	Glenwood	" 2	19.8′	6.9′
66.0	Glenwood	Clems	" 3	20.2′	7.2′
69.3	Meehan	Olympia	" 4	21.3′	7.2′
73.4	Big Trees	Rincon	San Lorenzo River Bridge	19.2′	7.5′
74.1	"	"	Tunnel 5	16.8′	5.5′
75.5	Rincon	Golf Links	Road Crossing	21.0′	....
78.2	Eblis	Park Street	Tunnel 6	17.2′	5.5′
WATSONVILLE JCT.—SANTA CRUZ					
79.4	Santa Cruz	Seabright	Road Crossing	17.7′	....
80.1	"	"	San Lorenzo River Bridge	....	7.5′
90.1	Leonard	Manresa	Road Crossing	19.7′	7.8′
DEL MONTE JUNCTION—PACIFIC GROVE					
113.5	Nashua	Neponset	Salinas River Bridge	....	7.4′
123.5	Seaside	Del Monte	Foot Bridge	21.1′	....
LICK—NEW ALMADEN					
62.1	Greystone	New Almaden	Arroyo Seco Bridge	21.3′	6.8′
FELTON—BOULDER CREEK					
72.3	Felton	Lime Kiln	San Lorenso River Bridge	19.3′	7.3′
76.5	Ben Lomond	Phillipshurst	1st Crossing Lorenzo River	21.7′	8.0′
78.5	Brookdale	Harris	5th " " "	21.8′	7.9′

NOTES

1.—Mariposa St. Bridge side clearance is 4.5′ at a point 17.0′ above top of rail on Eastward Main Track.

2.—22d St. Bridge side clearance is 5.7′ at a point 16.2′ above top of rail on Eastward Main Track, and 6.1′ at a point 17.2′ above top of rail on Westward Main Track.

3.—23d St. Bridge side clearance is 7.1′ at a point 16.7′ above top of rail on Westward Main Track and 6.2′ at a point 16.7′ above top of rail on Eastward Main Track, and 8.3′ at every point from top of rail to a point 16.7′ above top of rail on Eastward Main Track.

4.—15th Ave. Bridge side clearance is 5.7′ at a point 16.1′ above top of rail on Westward Main Track, and 6.3′ at a point 16.1′ above top of rail on Eastward Main Track.

5.—Paul Ave. Bridge side clearance is 6.1′ at a point 19.0′ above top of rail on Westward Main Track and 7.1′ at a point 19.0′ above top of rail on Eastward Main Track.

AVERAGE WEIGHT OF PASSENGER TRAIN CARS

KIND OF CAR	AVERAGE WEIGHTS—POUNDS		
	Wood	Steel	Steel Underframe
Baggage	75,000	91,000	....
Baggage—(Dynamo)	....	101,000	....
Baggage and Mail	75,000	122,000–69′ 97,000–60′	92,000
Baggage and Passenger	65,000	....	....
Buffet	....	131,000	122,000
Buffet—(Dynamo)	....	146,000	....
Business	108,000	179,000	136,000
Chair	84,000	98,000	....
Coaches	75,000	95,000	....
Dining	131,000	146,000	138,000
Horse Express	79,000	....	....
Observation	122,000	144,000	128,000
Postal	....	111,000–60′ 72,000–40′	....
Pullman Observation	124,000	148,000	142,000
Pullman Parlor	115,000	149,000	142,000
Pullman Standard Sleepers	125,000	152,000	145,000
Pullman Tourist Sleepers	94,000	....	133,000
Tea and Silk	48,000	....	....
Am. Ry. Express Refs. 40 to 154	....	....	78,000
" " 155 to 224	....	....	89,000
" " 500 to 506	....	....	110,000
" " 1101 to 1175	....	....	85,000
N. P. " "	60,000	....	74,000
G. N. " "	70,000	....	....

FOLLOWING IS LIST OF DISTRICT AND EMERGENCY SURGEONS ON THIS DIVISION.

LOCATION	NAME	TITLE
San Francisco	Dr. F. K. Ainsworth	Chief Surgeon and Manager.
San Francisco	Dr. W. B. Coffey	Assistant Chief Surgeon.
San Francisco	Dr. J. H. O'Connor	Division Surgeon.
San Francisco	Dr. S. J. Gardner	District Surgeon.
San Francisco	Dr. C. A. Walker	District Surgeon.
San Francisco	Dr. G. R. Carson	District Surgeon.
San Francisco	Dr. G. H. Willcutt	Aurist.
San Francisco	Dr. H. B. Graham	Consulting Aurist.
San Francisco	Dr. Wm. F. Blake	Oculist.
Daly City	Dr. H. B. Dixon	District Surgeon.
South San Francisco	Dr. F. S. Dolley	District Surgeon.
Ocean View	Dr. Harry A. Deering	Emergency Surgeon.
San Bruno	Dr. F. Holmes Smith	Emergency Surgeon.
San Mateo	Dr. Wood C. Baker	District Surgeon.
Redwood City	Dr. J. L. Ross	District Surgeon.
Mayfield	Dr. J. M. Fisher	Emergency Surgeon.
Palo Alto	Dr. L. E. Phillips	District Surgeon.
Campbell	Dr. W. I. Merrill	Emergency Surgeon.
Los Gatos	Dr. R. P. Gober	District Surgeon.
Boulder Creek	Dr. R. B. Hoag	Emergency Surgeon.
Santa Cruz	Dr. P. T. Phillips	District Surgeon.
Santa Cruz	Dr. A. Phillips	Assistant District Surgeon.
Mountain View	Dr. A. H. McFarlane	District Surgeon.
Santa Clara	Dr. J. I. Beattie	District Surgeon.
San Jose	Dr. D. A. Beattie	District Surgeon.
San Jose	Dr. E. F. Holbrook	District Surgeon.
Morganhill	Dr. W. D. Miner	Emergency Surgeon.
Gilroy	Dr. J. W. Thayer	District Surgeon.
Hollister	Dr. C. W. Merrill	District Surgeon.
Watsonville	Dr. S. C. Rodgers	District Surgeon.
Watsonville	Dr. F. H. Koepke	District Surgeon.
Pacific Grove	Dr. H. M. Hoyt	District Surgeon.
Salinas	Dr. T. C. Edwards	District Surgeon.
Salinas	Dr. E. W. Reeves	Assistant District Surgeon.
Gonzales	Dr. E. W. Bingaman	Emergency Surgeon.
Soledad	Dr. Geo. A. Starbird	District Surgeon.
King City	Dr. C. T. Bullard	District Surgeon.
San Miguel	Dr. Wm. McNaul	District Surgeon.
Paso Robles	Dr. R. O. Dresser	District Surgeon.
San Luis Obispo	Dr. H. A. Gallup	District Surgeon.
San Luis Obispo	Dr. H. G. Mugler	Assistant District Surgeon.
San Luis Obispo	Dr. W. M. Stover	Consulting Surgeon.
San Luis Obispo	Dr. C. P. Proudfoot	Oculist and Aurist.
Guadalupe	Dr. J. H. Franklin	District Surgeon.
Lompoc	Dr. L. E. Heiges	District Surgeon.
Santa Barbara	Dr. G. S. Lovern	District Surgeon.
Santa Barbara	Dr. R. M. Clarke	District Surgeon.
Santa Barbara	Dr. Wm. J. Mellinger	Oculist and Aurist.

COMPANY HOSPITALS

GENERAL HOSPITAL	San Francisco
EMERGENCY HOSPITAL	San Francisco
EMERGENCY HOSPITAL	Bayshore

MILEAGE—MAIN LINES

San Francisco to Santa Barbara	S. P. R. R.	365.45	
End Western Div. to San Jose	C. P. Ry.	.32	
End Western Div. to College Park	S. P. C. Ry.	1.37	
Total Main Line			367.14

BRANCH LINES

Almaden	S. P. C. Ry.	Campbell to Almaden Jct.	9.12	
Boulder Creek	S. P. C. Ry.	Felton to Boulder Creek	7.50	
College Park and Santa Cruz	S. P. C. Ry.	College Park to Santa Cruz	34.77	
Davenport	S. P. R. R.	Santa Cruz to Davenport	11.91	
Lick	S. P. R. R.	Lick to New Almaden	7.77	
Loma Prieta	S. P. R. R.	Aptos to Loma Prieta	3.70	
Lompoc	S. P. R. R.	Surf to Lompoc	10.36	
Los Altos	S. P. R. R.	Mayfield to Vasona Jct.	16.27	
Monterey	S. P. R. R.	Del Monte Jct. to Lake Majella	19.56	
Santa Cruz	S. P. R. R.	Watsonville Jct. to Santa Cruz	20.18	
San Fran.—San Bruno	S. P. R. R.	San Francisco to San Bruno	13.13	
South San Francisco	S. P. R. R.	Baden to San Bruno via South San Francisco	2.89	
Spreckels Spur	S. P. R. R.	Spreckels Jct. to Spreckels	2.82	
Tres Pinos	S. P. R. R.	Carnadero to Tres Pinos	18.30	
Total Branches				179.82
Total Coast Division				546.96

RATING OF ENGINES—COAST DIVISION

For Through and Local Trains in Ms of 1000 lbs. Back of Tender.

Revised for August, 1921.

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	San Francisco and Watsonville Jct. *Santa Margarita to Watsonville Jct.	Watsonville Jct. to Santa Margarita	Santa Margarita to San Luis Obispo	San Luis Obispo to Santa Margarita	San Luis Obispo to Santa Barbara
E-2	E-69 18/24 59	1372, 1373, 1375	150	1540	1340	350	310	870
E-2	E-69 18/24 61	1374, 1376 to 1381	150	1540	1340	340	300	860
E-23	E-73 20/24 89	1434 to 1443	190	2320	2020	530	470	1310
E-23	E-73 20/24 92	1445 to 1458	190	2320	2010	530	470	1300
E-24	E-63 18/26 74	1464 to 1467, 1469, 1471, 1482	165	1790	1560	420	370	1020
E-25	E-63 18/26 69	1473, 1479	160	1880	1630	470	420	1080
E-25	E-69 18/26 72	1470, 1472, 1477, 1478	160	1740	1510	470	360	990
E-25	E-63 18/26 71	1468	150	1740	1510	420	380	1000
E-25	E-63 18/26 70	1476	160	1880	1640	410	420	1090
E-27	E-73 20/26 113-S	1526 to 1540 (Superheated)	210	2800	2430	670	600	1600
E-27	E-73 20/26 100	1526 to 1540 (Saturated)	200	2580	2250	630	560	1480
M-4	M-63 20/28 126	1615 to 1719	190	2950	2570	780	700	1730
M-6	M-63 21/28 150-S	1725, 1727 to 1769, 1780 to 1784, 1786 to 1789 Superheated	200	3630	3170	990	890	2150
M-6	M-63 21/28 144	1791, 1792, 1794 to 1797, 1799 to 1803 Saturated	195	3370	2940	910	820	2140
M-9	M-63 21/28 150-S	1804 to 1822 (Superheated)	210	3830	3350	1050	950	2270
M-9	M-63 21/28 147	1804 to 1822 (Saturated)	200	3450	3010	930	830	2030
T-12	T-57 18/24 73	2114, 2118, 2121, 2123	160	1930	1680	490	440	1120
T-8	T-57 18/24 87	2174, 2176 to 2179, 2181 to 2183						
T-10	T-57 18/24 86	2134 to 2152	160	1910	1670	480	430	1110
T-9	T-57 18/24 96	2155, 2175, 2180	170	2050	1790	520	460	1190
T-9	T-57 18/24 83	2156 to 2169, 2171, 2173	160	1930	1680	490	440	1120
T-2	T-63 19/24 105	2221 to 2234	160	1960	1700	460	410	1110
T-1	T-63 20/26 112	2235 to 2273	180	2660	2320	700	630	1550
T-26	T-69 21/28 152-S	2283 to 2300 (Superheated)	200	3380	2950	860	770	1960
T-26	T-69 21/28 149	2283 to 2300 (Saturated)	200	3260	2840	830	740	1890
T-23	T-63 21/28 144	2301 to 2308, 2310	200	3450	3010	930	840	2030
T-28	T-63 22/28 162-S	2311 to 2352 (Superheated)	210	4190	3660	1150	1040	2480
T-28	T-63 22/28 160	2311 to 2352 (Saturated)	200	3790	3310	1020	920	2230
T-31	T-63 22/28 162-S	2353 to 2362	200	3970	3470	1080	970	2340
T-32	T-69 23/28 174-S	2363 to 2370	200	4080	3560	1060	950	2380
T-32	T-69 23/28 174-S	2371 to 2378	210	4320	3770	1140	1030	2530
P-1, P-3	P-77 22/28 141-S	2400 to 2437 (Superheated)	210	3490	3030	860	770	2010
P-1, P-3	P-77 22/28 141	2400 to 2437 (Saturated)	200	3190	2770	760	680	1820
P-6	P-77 25/28 172-S	2453 to 2458	200	4310	3760	1090	970	2490
C-9, C-10	C-57 22/30 194-S	2513 to 2599, 2752 to 2836, 2839 to 2857 (Superheated)	210	4590	3970	1280	1150	2710
C-9, C-10	C-57 22/30 187	2513 to 2599, 2752 to 2836 (Saturated)	200	4080	3530	1110	1000	2400
C-2	C-57 22/34 172-S	2600 to 2611 (Superheated)	190	4130	3440	1160	1050	2400
C-4	C-57 22/34 176-S	2612 to 2623 (Superheated)						
C-2	C-57 22/34 172	2600 to 2611 (Saturated)	185	3960	3300	1100	990	2300
C-4	C-57 22/34 176	2612 to 2623 (Saturated)						
C-5	C-57 22/30 187-S	2624 to 2679 (Superheated)	210	4620	4000	1310	1190	2750
C-5	C-57 22/30 185-S	2680 to 2693 (Superheated)						
C-5	C-57 22/30 180	2624 to 2679 (Saturated)	200	4110	3560	1140	1030	2430
C-5	C-57 22/30 178	2680 to 2693 (Saturated)						
C-8	C-57 22/30 192-S	2698 to 2751 (Superheated)	210	4590	3970	1280	1160	2710
C-8	C-57 22/30 184	2698 to 2751 (Saturated)	200	4080	3530	1110	1000	2400
TW-3	TW-50 20/26 120	2933 to 2939, 2941 to 2945	170	2920	2530	810	730	1730
TW-2	TW-50 20/26 118	2946 to 2953	170	2910	2520	800	720	1720
A-1	A-84 15–25/28 110	3000 to 3009	200	2240	1940	460	400	1240
A-3	A-81 20/28 112-S	3025 to 3071 (Superheated)	210	2780	2410	630	550	1560
A-3	A-81 20/28 105	3025 to 3071 (Saturated)	200	2520	2190	550	480	1410
MK-5, MK-6	MK-63 26/28 210-S	3236 to 3270	200	5600	4890	1540	1390	3310
F-1	F-63 27½/32 273-S	3600 to 3652	...	....	....	1750	1650	3980
Allowance for empty and under-loaded cars		Under 40 M's		6	6	3	3	3
		40 to 50 M's		3	3	0	0	0

*When rating of road engine and helpers from San Luis Obispo to Santa Margarita exceeds rating of road engine from Santa Margarita to Watsonville Jct., rating San Luis Obispo to Santa Margarita shall be used from San Luis Obispo to Watsonville Jct.

TRAINMASTERS

J. D. BRENNAN,	San Francisco
L. C. GRAM,	Watsonville Jct.
T. J. FOLEY,	San Luis Obispo

CHIEF TRAIN DISPATCHERS

I. J. ONYON,	San Francisco
A. S. BRAINARD,	San Francisco
G. MERRITT,	San Luis Obispo
D. W. BROPHY,	San Luis Obispo

ROAD FOREMEN OF ENGINES

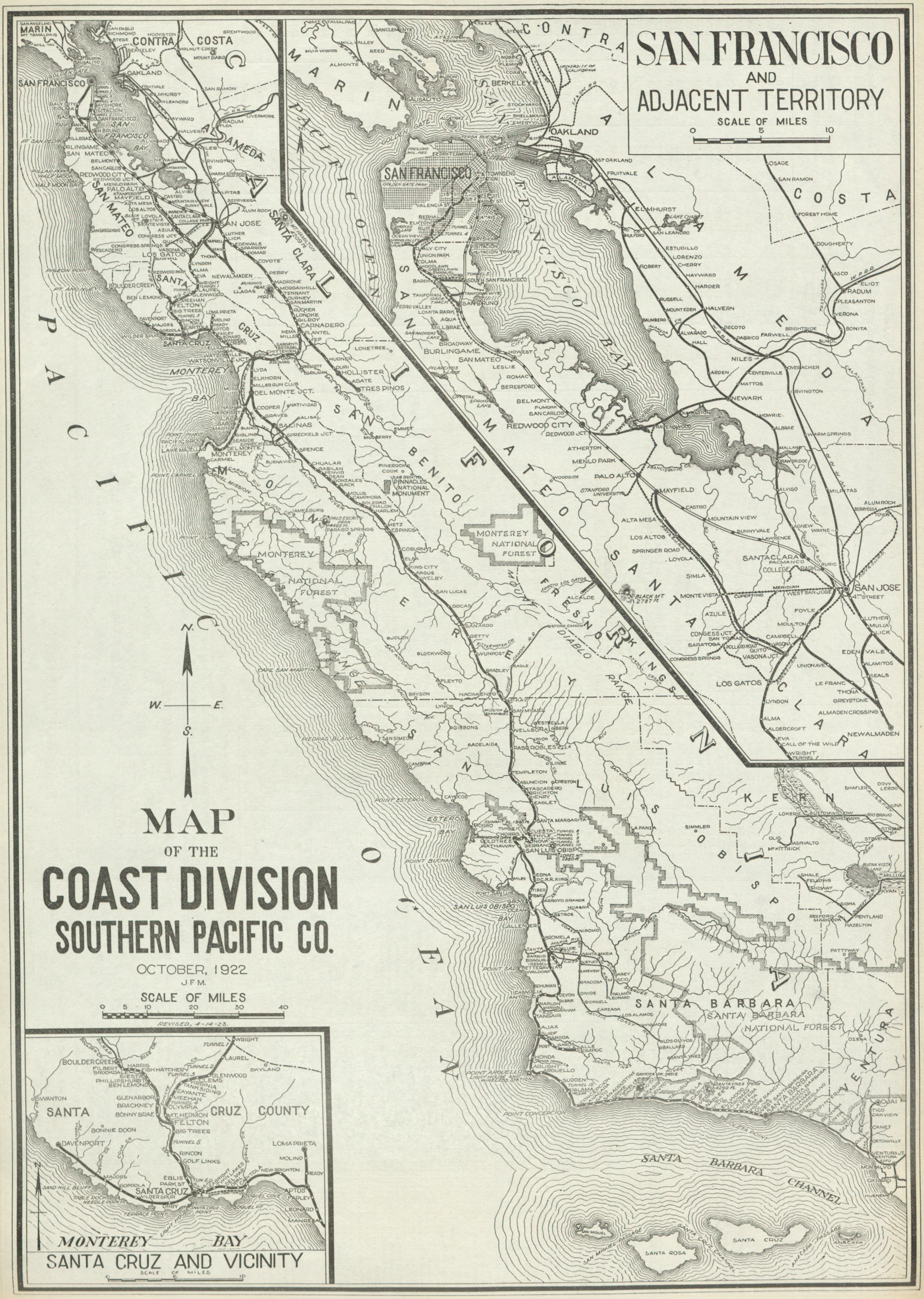
H. L. MOORE,	San Francisco
M. KING, Assistant,	San Luis Obispo

EXAMINER

J. T. BELL,	San Francisco

F. M. WORTHINGTON,
Superintendent,
San Francisco

E. R. ANTHONY,
Assistant Superintendent,
San Francisco.



MAP OF THE COAST DIVISION SOUTHERN PACIFIC CO.

OCTOBER, 1922

J.F.M.

SCALE OF MILES

REVISED, 4-14-23.

SAN FRANCISCO AND ADJACENT TERRITORY

SCALE OF MILES

SANTA CRUZ AND VICINITY

SCALE OF MILES

0
5
10
20
30
40
N.
S.
E.
W.
PACIFIC OCEAN
MONTEREY BAY
SANTA BARBARA CHANNEL
MARIN
CONTRA COSTA
ALAMEDA
SAN FRANCISCO BAY
SAN MATEO
SANTA CLARA
SANTA CRUZ
SAN BENITO
MONTEREY
SAN LUIS OBISPO
SANTA BARBARA
KERN
VENTURA
FRESNO
KINGS
SAN FRANCISCO
OAKLAND
BERKELEY
SAN JOSE
PALO ALTO
REDWOOD CITY
BURLINGAME
SAN MATEO
LOS GATOS
GILROY
HOLLISTER
TRES PINOS
WATSONVILLE JCT.
CASTROVILLE
DEL MONTE JCT.
MONTEREY
PACIFIC GROVE
SALINAS
SOLEDAD
KING CITY
SAN LUCAS
SAN ARDO
BRADLEY
SAN MIGUEL
PASO ROBLES
TEMPLETON
ATASCADERO
SANTA MARGARITA
SAN LUIS OBISPO
ARROYO GRANDE
GUADALUPE
SANTA MARIA
SURF
LOMPOC
POINT ARGUELLO
POINT CONCEPCION
GAVIOTA
SANTA BARBARA
CARPINTERIA
VENTURA
OXNARD
HUENEME
MONTEREY NATIONAL FOREST
SANTA BARBARA NATIONAL FOREST
PINNACLES NATIONAL MONUMENT
SANTA LUCIA RANGE
DIABLO RANGE
SAN MIGUEL
SANTA ROSA
SANTA CRUZ
ANACAPA
SAN MIGUEL PASSAGE
SANTA CRUZ CHANNEL
ANACAPA PASSAGE
POINT PINOS
POINT CARMEL
POINT SUR
CAPE SAN MARTIN
PIEDRAS BLANCAS
POINT ESTERO
ESTERO BAY
POINT BUCHON
SAN LUIS OBISPO BAY
POINT SAL
BOULDER CREEK
BEN LOMOND
FELTON
DAVENPORT
CAPITOLA
APTOS
LOMA PRIETA
SANTA CRUZ COUNTY
MONTEREY BAY